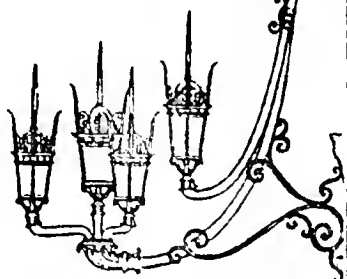
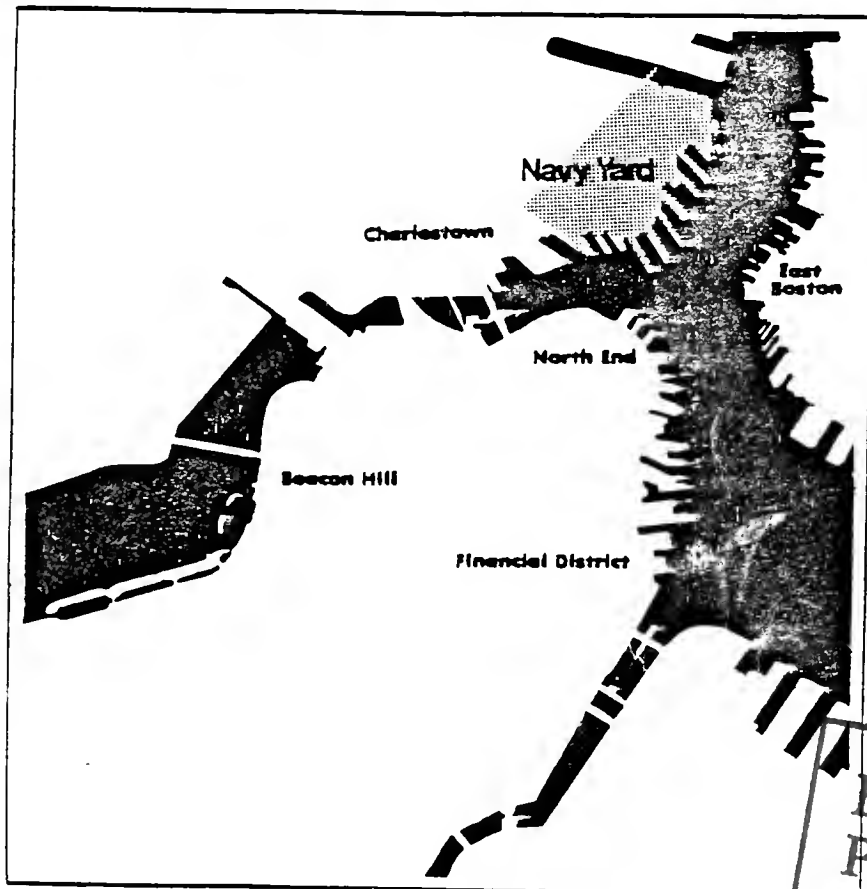


BOSTON
PUBLIC
LIBRARY



DESIGN/DEVELOPMENT GUIDELINES

CHARLESTOWN NAVY YARD



BUILDINGS 62, 96, 105 and 108

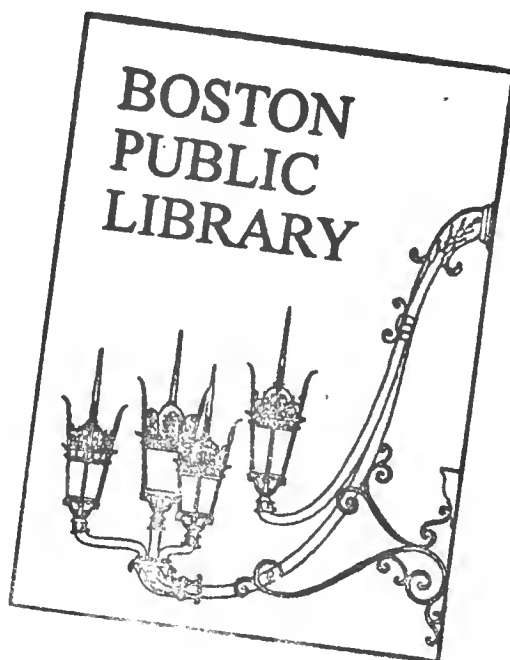


CHARLESTOWN NAVY YARD

The redevelopment of the Charlestown Navy Yard, the largest and most ambitious historic rehabilitation project in the United States, has been the site of an enormous amount of development activity in the recent past. In the past ten months alone, construction starts have been made on 60,000 square feet of commercial space in Building 36, 111 units of subsidized elderly housing in Building 103, over 700,000 square feet of commercial space and 1300 parking spaces in Buildings 149 and 199, 47 new townhouse condominiums with associated parking on the former Shipways and a 200 slip marina at Pier 8.

In this same period, the BRA has granted tentative designations on five other buildings totalling over 200,000 square feet; construction starts on these and four other projects are anticipated by the end of this year. In addition, the BRA is about to undertake a huge public improvement project, investing over \$2,000,000 in public monies in new streets, sidewalks, utilities and a dramatic waterfront park project.

In furtherance of the Authority's master planning for the Navy Yard, the BRA now invites development proposals on four of the remaining buildings in the Historic Monument Area. These buildings, to be developed in accordance with strict guidelines in order to preserve the historic nature of the Navy Yard, offer attractive development opportunities and, when completed, will become integral components of one of Boston's most exciting development locations.





PROCEDURES FOR THE DISPOSITION OF THE BUILDINGS

The overriding standard to be employed by the Authority in evaluating development proposals is the determination of maximum benefit to the City. The most significant criteria for evaluation are:

- o the demonstrated experience, capability and financial strength of the development team;
- o the benefits offered to the City by the proposed development including local jobs, taxes, public amenities and lease terms;
- o compliance of the proposed development with the enclosed design and development guidelines;
- o financial feasibility of the proposed development and a reasonable certainty that the project can commence within one year; and
- o direct off-site improvements or contributions to community and social activities in Charlestown.

Development teams will be invited to make a formal presentation to the Authority. Developers whose proposals are in the opinion of the Authority qualified for further consideration will then submit further architectural and financial submission material based upon additional Authority terms and guidelines.

A Charlestown Planning Advisory Committee will be convened by the Authority and will be involved in the review of the proposals.

At any time, the Authority may request additional information from any developer. The Authority reserves the right to reject any and all proposals and to withdraw, at any time, any building from this process.

SUBMISSION REQUIREMENTS

The Boston Redevelopment Authority requests that the developer submits, no later than 5 P.M. on September 27, 1985, to the Boston Redevelopment Authority, City Hall, Room 933, One City Hall Square, Boston, MA 02201:

1. A submission fee of \$7,500 drawn to the order of or assigned to the Boston Redevelopment Authority. The Authority is under no obligation to earn interest. \$5,000 of the fee will be retained by the Authority for the processing of the submission. However, the remaining \$2,500 deposit shall be returned to unsuccessful applicants.

2. Development and Design Submission:

Ten copies of the developer's submission are required with reduced plans in an 8 1/2" x 11" format. For questions regarding these guidelines please contact Jim English at 722-4300 X302.

- a) Letter of Interest introducing development team, including developer, architect and consultants;
- b) Proposal description, including proposed uses, proposed management of each use, and anticipated development schedule;
- c) Both development and operating pro formas are required for each building (forms enclosed), as well as any other financial information that may assist the Authority in evaluating proposals. Information provided in narratives and memoranda should correspond to completed pro formas;
- d) Development submissions should include an estimate of the number of construction and permanent jobs generated by the development program and the projected capture by City of Boston residents;
- e) Letters of interest from financial institutions for construction and permanent financing;
- f) Redeveloper's Statement for Public Disclosure and Redeveloper's Statement of Qualifications and Financial Responsibility (Form HUD-6004 enclosed);
- g) Site plan(s) at a scale of 1" to 40'-0" illustrating the character and scope of the proposal. The site plan must include the first floor plan and identify pedestrian, vehicular, and service access. Landscaping ground plane materials, and amenities (i.e., benches, lights) shall be indicated;
- h) Elevations of proposed development and adjacent structures are required to illustrate the context. The elevations must be in sufficient detail to examine the relationships of proposed and existing window openings, cornice lines and entrances. The scale of 1/16" to 1'-0" is required;

- i) Additional plans, elevations and sections as required to understand the development of buildings and the relationships to existing to proposed structures;
- j) Descriptions of the materials to be used for exterior facades and public spaces are required.

Materials Available

Prints of guideline drawings for Buildings 62, 96 and 108 are available from the BRA print shop; these elevation drawings are at 1/16" and 1/8" = 1:0". Additional base maps at various scales are also available; for information contact Mardiros Minasian at 722-4300 ext. 297.

The BRA Charlestown Navy Yard model is also available for review. Access to the model and the buildings can be obtained by calling Jim English at the Boston Redevelopment Authority, 722-4300 ext. 302.

Restrictions

The buildings offered for redevelopment are subject to various existing restrictions. The buildings are within the Historic Monument Transfer Area and subject to guidelines previously adopted by the BRA, the Massachusetts Historical Commission, and the U.S. Department of the Interior. Extensive documentation, adopted guidelines, and elevation drawings are available for buildings 62, 96, and 108. Specific guidelines for the redevelopment of Building 105 have not been prepared, but various restrictions have been set forth by the Department of the Interior (National Park Service). Successful development of these buildings will depend on satisfactory integration of these restrictions. The Charlestown Urban Renewal Plan has previously been amended to include the Navy Yard. Developers submitting proposals should make themselves familiar with the various guidelines, deed restrictions, and Plan controls. Copies of the appropriate documents are available for review at the Authority. Any changes to the existing restrictions will require approval from the various agencies involved.

CARD

The buildings offered for redevelopment are within the Charlestown Navy Yard Commercial Area Revitalization District (C.A.R.D.). The CARD program is a mechanism which makes available financing at interest rates several points below conventional rates through tax-exempt (to the lending institution) Industrial Revenue Bonds negotiated between the developer and a private lender and approved by City and State agencies. For a complete description of the program, a CARD brochure is available at the Public Information Office, Boston Redevelopment Authority, 9th Floor, Boston City Hall. There will be no direct public assistance available for this development.

Conditions for Development

The existing zoning classification is B-I-U for Buildings 62, 96, 105, and 108. Development proposals will be subject to all applicable City of Boston zoning and building regulations and procedures as well as applicable State and City environmental reviews.

The development will be assessed and taxed by the City of Boston under M.G.L. Chapter 59 real estate assessment procedures. A 121A tax agreement is possible under Chapter 59.

The BRA and the City will not incur any expenses in the development of the buildings. The buildings will be designated in an "as is" condition. The designee will pay for the cost of any utility relocation not paid by a utility company.

The Authority intends to lease the buildings for redevelopment purposes. The Authority reserves the right to lease the buildings in separate portions.

DESIGN AND DEVELOPMENT GUIDELINES

Development Concept

Development of the Charlestown Navy Yard should take advantage of its waterfront location. The BRA encourages uses that provide employment opportunities for the residents of Charlestown. The task is to retain as much as possible the form, character and "flavor" of the Navy Yard while equipping it for a new and useful life.

In the physical treatment of the Navy Yard it is the intent of the Authority to neither recreate the appearance of an earlier time period nor to expunge all evidence of the area's industrial past. The origins and significance of the Navy Yard provide the basis of decisions on what existing elements should be retained. They also offer precedents for solutions to contemporary design problems associated with economic revitalization of the site. It is expected that proposals for building in the Navy Yard will exhibit an understanding of the evolution of the buildings and the site.

Although privacy and self-containment for the uses proposed is essential, strong emphasis will be given to public access.

The BRA will have ultimate design review control over all proposals.

Development Guidelines

I. Location

The buildings are located at the Charlestown Navy Yard and are generally bounded by Ninth Street, Third Avenue, First Avenue, Chelsea Street and the Mystic River.

II. Buildings (see attached site plan)

The buildings include #62 (42,820 BSF), #96 (5,430 BSF), #105 (60,316 BSF) and #108 (46,667 BSF).

Proposals utilizing selected buildings will be considered. The developer will be responsible for all improvements to the area selected for redevelopment.

III. Uses

Proposals will be evaluated in accordance with the attached criteria and guidelines. Developers may submit industrial, office, retail, or residential use, or any combination thereof. Active pedestrian oriented uses at the ground level are encouraged along Second Avenue.

IV. Financial

- I. The developer designated for redevelopment of the buildings shall be required to make a special contribution for social, cultural, and community activities within the Charlestown neighborhood.

2. The Boston Redevelopment Authority will retain its ownership of the Charlestown Navy Yard and will offer building leases. Generally, developers can expect the following lease structure to apply:
 - a) The Authority will lease the buildings for a maximum term of 65 years.
 - b) The Authority will not subordinate its fee interest in the buildings and will not subordinate its annual base rent to any financing.
 - c) The annual base rent will be established competitively and according to the use. Base rent will be payable monthly in advance and will commence in full on the earlier of the execution of the lease or 180 days from the date of tentative designation.
 - d) The annual percentage rent based on net cash flow will be established competitively and according to use. In the event of a foreclosure, the Authority may defer percentage rent for a predetermined period of time if net cash flow is not available. Allowed deductions from gross income for calculating net cash flow will include operating expenses, real estate taxes, base rent and a percentage of total project costs to be established according to use.
 - e) The Authority will receive as additional percentage rent a percentage of net proceeds from refinancing and any sale or assignment of leasehold interest, to be established according to use.
 - f) The developer shall be required to make a \$.05 per building square foot (current amount, to be escalated) contribution for Charlestown Navy Yard common area maintenance.
 - g) The developer shall be required to make a \$.05 per building square foot (current amount, to be escalated) contribution for building security at the Charlestown Navy Yard.

Design Guidelines

I. Existing Buildings

Part of the development site is within the Historic Monument Transfer Area. Extensive documentation, guidelines, and specific elevation drawings have been established for buildings 62, 96, and 108. The approved guidelines are set forth in separate kits for each building and are part of this developers kit. Deviation from the approved guidelines will require approvals from the BRA, Massachusetts Historical Commission, and the U.S. Department of Interior.

Specific guidelines for the redevelopment of Building 105 have not been prepared. However, successful development of this building must include a design which incorporates and expresses the historic significance of

the building itself and the chain forge equipment contained therein. Development of Building 105 shall include the retention of some significant pieces of chain assembly equipment in a publicly accessible location. The National Park Service will jointly review reuse proposals for Building 105 with the BRA.

II. Amenities

- A. Pedestrian paths and public access to the waterfront are required. Submissions should include designs that provide exciting public spaces.
- B. Street improvements shall include sidewalks, pedestrian scale lighting, seating and street trees. Improvements that are required to be built by the developer are:
 - 1. continuation of Second Avenue improvements from Ninth Street to Thirteenth Street;
 - 2. landscape and walkway improvements to First Avenue;
 - 3. extension of Flirtation Walk (astride the Rope Walk) to Thirteenth Street; and
 - 4. improvements to Gate 5.
- C. Required Improvements
 - 1. Submissions for Building 105 shall include improvements to the open space between Buildings 149 and 105. Removal of the shed addition to Building 105 that encroaches on Second Avenue is recommended and proposals that involve this change will be favored.
 - 2. The submissions for Building 108 shall include improvements to the open space between Buildings 108, 149 and 58. A space known as Anchor Park at the northern terminus of Ninth Street shall be recreated.
 - 3. Submissions for Building 62 shall include improvements to the open space between Buildings 60, 62, and 96. A granite paved public plaza is recommended.
 - 4. Submissions for Building 96 shall include improvements to the image and landscaping of Gate 5.
- D. Existing vistas as described by the attached map shall be preserved. Sketches and perspectives that illustrate the impact of reuse proposals on these vistas are required. Strong emphasis will be given to proposals that enhance vistas.

IV. Materials

Any new or replacement additions shall be constructed of materials that are compatible with those found in existing Navy Yard structures. The use of these materials should be clearly contemporary, not imitative of an earlier style or period.

For specific questions regarding these design guidelines contact Paul Reavis at 722-4300 X243.

Transportation Guidelines

In the proposed uses, site design and development management, the developer is encouraged to seek program and operating solutions which help to develop and promote non-automotive site access.

Access to the Navy Yard will continue to be limited to the existing Gates 4 and 5 entering from Chelsea Street. Primary site access including all service vehicles shall be via Gate 5.

Service areas for the development must be inconspicuous, safe, fully enclosed and must not detract from vistas and views of the project or through the project to the water. Access and egress should avoid backing across any sidewalk.

Any and all designated developers will be responsible for all costs of new roadway design and construction. All new roadway design and construction will be coordinated with the BRA.

Building 199, containing 1,350 parking spaces, has been designated the central parking facility for the Navy Yard. It is expected to be completed by the summer of 1986. The terms of that designation are available. The BRA has agreed to certain conditions in its lease with the developers of Building 199 in order to encourage its development as a parking facility and to insure its financial viability. One such condition is a commitment by the BRA to prohibit, at this time, the development of additional commercial parking facilities in order to promote Building 199 as the exclusive Charlestown Navy Yard commercial parking facility. Consequently, proposals should not include the development of additional parking facilities at this time. Ultimately, the complete development of the Navy Yard, including the parcels offered in these guidelines, may require additional parking facilities. Developers shall provide as part of their submission a parking plan which estimates the parking requirements of the proposed development program. If the development contains phases, the parking plan should address these phases.

DEVELOPMENT PRO FORMA
(Estimates in 1985 Dollars)

Total Gross Square Footage _____

Office _____

Retail _____

Other (please specify) _____

Parking (if applicable) _____

Total Net Square Footage _____

Office _____

Retail _____

Other (please specify) _____

Construction Costs

Rehabilitation (\$_____/GSF) \$ _____

New Construction (\$_____/GSF) _____

Parking (\$_____/space) _____

Site Improvements (\$_____/Land SF) _____

Other _____

Total \$ _____

Related Costs \$ _____

Architect/Engineering _____

Marketing/Brokerage _____

Developer Fees _____

Miscellaneous Fees _____

(Legal, Acctg. Ins., Title) _____

Construction Loan Interest _____

(____mos. @ ____% with ____% drawdown
on \$ _____)

Financing Fees _____

BRA Base Rent _____

(Construction period of ____ mos.) _____

Other Related Costs _____

(please specify) _____

Charlestown Neighborhood

Contribution _____

Total \$ _____

Contingency (____% of \$ _____) \$ _____

Total Development Cost \$ _____

OPERATING PRO FORMA
(Estimates in 1987 Dollars)
(Where applicable use 6% annual inflation factor)

	Year 1	Year 2	Year 3
Commercial Income			
Office (____ NSF @ \$____/NSF)	\$____	\$____	\$____
Retail (____ NSF @ \$____/NSF)	____	____	____
Other (____ NSF @ \$____/NSF)	____	____	____
Parking (attach parking rate structure)	____	____	____
Potential Gross Income	\$____	\$____	\$____
Vacancy (@____%)	(\$____)	(\$____)	(\$____)
Effective Gross Income	\$____	\$____	\$____
Operating Expenses			
Office (\$____/NSF)	\$____	\$____	\$____
Retail (\$____/NSF)	____	____	____
Other (\$____/NSF)	____	____	____
Parking (\$____/space)	____	____	____
Total	(\$____)	(\$____)	(\$____)
Real Estate Taxes			
Office (\$____/NSF)	\$____	\$____	\$____
Retail (\$____/NSF)	____	____	____
Other (\$____/NSF)	____	____	____
Parking (\$____/space)	____	____	____
Total	(\$____)	(\$____)	(\$____)
BRA Base Rent	(\$____)	(\$____)	(\$____)
Net Income Available for Debt	\$____	\$____	\$____
Debt Service (____% on \$____ for ____ yrs.)	(\$____)	(\$____)	(\$____)
Cash Flow	\$____	\$____	\$____

Equity Participation (if applicable)
(Amount and % of Total Development Cost)

\$____

Return on Equity
(Cash Flow/Equity)

____%

Return on Total Development Cost
(Net Income Available/Total Development Cost)

____%

SALES PRO FORMA FOR CONDOMINIUMS
(Estimates in 1987 Dollars)
(Use 6% inflation factor from 1984)

I. Condominium Units

Gross Sales Proceeds	\$ _____
Gross Condominium Sales/NSF	_____
Less Total Condominium Units Development Cost	(_____)
Total Condominium Units Cost/NSF	_____
Net Profit (Before Taxes)	_____
Return on Gross Sales Proceeds	_____ %
(Net Profit/Gross Sales Proceeds)	

II. Condominium Parking Spaces

Gross Sales Proceeds	\$ _____
Gross Parking Sales/Space	_____
Less Total Condominium Parking Development Cost	(_____)
Total Parking Cost/Space	_____
Net Profit (Before Taxes)	\$ _____
Return on Gross Sales Proceeds	_____ %
(Net Profit/Gross Sales Proceeds)	

III. Total Sales

Total Condominium Gross Sales Proceeds	\$ _____
Less Total Condominium Development Costs	(_____)
Net Profit (Before Taxes)	\$ _____
Total Return on Gross Condo Sales Proceeds	_____ %
(Net Profit/Total Gross Sales Proceeds)	
Return on Equity	_____ %
Equity Participation (Amount and % of Total Condominium Cost) \$ _____ (_____ %)	

Note to Sales Pro Forma

If the developer anticipates a phased sales period, then this Pro Forma should estimate the increased sales prices with additional indexing for inflation.

COST OF OWNERSHIP PRO FORMA FOR CONDOMINIUM UNITS
(Estimates in Dollars)
(Use 6% inflation factor from 1984)

Average Unit Size (NSF) _____

Average Unit Price \$ _____

Downpayment \$ _____ (____ %)

Annual Common Area Charges (\$_____/NSF) \$ _____

Annual Real Estate Taxes (\$_____/NSF) \$ _____

Annual Mortgage Payment
(____% on \$_____
for ____ years) \$ _____

Annual Service Charges (membership
fees, special services,
etc. (please specify) \$ _____

Total Annual Cost of Ownership
(Before-tax) \$ _____

Total Monthly Cost of Ownership
(Before-tax) \$ _____

DEVELOPMENT PRO FORMA FOR CONDOMINIUMS
(Estimates in 1985 Dollars)

Number of Residential Units _____

Mix of Units

Unit Type	#	Net Square Footage/Unit
-----------	---	-------------------------

Number of Parking Spaces _____

Total Gross Square Footage _____

Residential GSF _____

Parking GSF _____

Construction Costs

Rehabilitation (\$_____/GSF) \$ _____

New Construction (\$_____/GSF) _____

Parking (\$_____/space) _____

Site Improvements (\$_____/Land SF) _____

Other _____

Total \$ _____

Related Costs \$ _____

Architect/Engineering _____

Marketing (____% of Gross Sales) _____

Developer Fees _____

Miscellaneous Fees _____

(Legal, Acctg. Ins., Title) _____

Construction Loan Interest _____

(____ mos. @ ____% with ____% drawdown

on \$_____) _____

Financing Fees _____

BRA Base Rent _____

(Construction period of ____ mos.) _____

Condominium Carrying Cost _____

(Sale Period) _____

Other Related Costs _____

(please specify) _____

Linkage Fee _____

Charlestown Neighborhood Contribution _____

Total \$ _____

Contingency (____% of \$ _____) \$ _____

Total Development Cost \$ _____

DEVELOPMENT PRO FORMA FOR RESIDENTIAL RENTAL PROPERTY
(Estimates in 1985 Dollars)

Number of Residential Units _____

Mix of Units

Unit Type	#	Net Square Footage/Unit
-----------	---	-------------------------

Number of Parking Spaces _____

Total Gross Square Footage _____

Residential GSF _____

Parking GSF _____

Construction Costs

Rehabilitation (\$_____/GSF) \$ _____

New Construction (\$_____/GSF) _____

Parking (\$_____/space) _____

Site Improvements (\$_____/Land SF) _____

Other _____

Total _____ \$ _____

Related Costs \$ _____

Architect/Engineering _____

Marketing/Brokerage _____

Developer Fees _____

Miscellaneous Fees _____

(Legal, Acctg. Ins., Title) _____

Construction Loan Interest _____

(__ mos. @ __% with __% drawdown
on \$ _____)

Financing Fees _____

BRA Base Rent _____

(Construction period of __ mos.) _____

Other Related Costs _____

(please specify) _____

Charlestown Neighborhood Contribution _____

Total _____ \$ _____

Contingency (__% of \$ _____) \$ _____

Total Development Cost \$ _____

OPERATING PRO FORMA FOR RESIDENTIAL RENTAL PROPERTY

(Estimates in 1987 Dollars)

(Where applicable use .6% annual inflation factor)

	Year 1	Year 2	Year 3
Rental Income	\$ _____	\$ _____	\$ _____
<u>Unit Type</u> # <u>Rent/Month</u>			
Parking Income (attach parking rate structure)	\$ _____	\$ _____	\$ _____
Potential Gross Income	\$ _____	\$ _____	\$ _____
Vacancy (@ ____%)	(\$ _____)	(\$ _____)	(\$ _____)
Effective Gross Income	\$ _____	\$ _____	\$ _____
Operating Expenses			
Residential (\$ _____/NSF)	\$ _____	\$ _____	\$ _____
Parking (\$ _____/space)			
Total	(\$ _____)	(\$ _____)	(\$ _____)
Real Estate Taxes			
Residential (\$ _____/NSF)	\$ _____	\$ _____	\$ _____
Parking (\$ _____/space)			
Total	(\$ _____)	(\$ _____)	(\$ _____)
BRA Base Rent	\$ _____	\$ _____	\$ _____
Net Income Available for Debt	\$ _____	\$ _____	\$ _____
Debt Service (____% on \$ _____ for ____yrs.)	(\$ _____)	(\$ _____)	(\$ _____)
Cash Flow	\$ _____	\$ _____	\$ _____

Equity Participation (if applicable)
(Amount and % of Total Development Cost)

\$ _____

Return on Equity
(Equity/Total Development Cost)

_____ %

Return on Total Development Cost
(Net Income Available/Total Development Cost)

_____ %

PLEASE NOTE: THERE IS NO PAGE 4.

PART I

HUD-6004
(9-69)

REDEVELOPER'S STATEMENT FOR PUBLIC DISCLOSURE¹

A. REDEVELOPER AND LAND

1. a. Name of Redeveloper:

b. Address and ZIP Code of Redeveloper:

c. IRS Number of Redeveloper:

2. The land on which the Redeveloper proposes to enter into a contract for, or understanding with respect to, the purchase or lease of land from

(Name of Local Public Agency)

in _____
(Name of Urban Renewal or Redevelopment Project Area)

in the City of _____, State of _____,
is described as follows²

3. If the Redeveloper is not an individual doing business under his own name, the Redeveloper has the status indicated below and is organized or operating under the laws of _____:

☐ A corporation.

☐ A nonprofit or charitable institution or corporation.

☐ A partnership known as

☐ A business association or a joint venture known as

☐ A Federal, State, or local government or instrumentality thereof.

☐ Other (explain)

4. If the Redeveloper is not an individual or a government agency or instrumentality, give date of organization.

5. Names, addresses, title of position (if any), and nature and extent of the interest of the officers and principal members, shareholders, and investors of the Redeveloper, other than a government agency or instrumentality, are set forth as follows:

¹If space on this form is inadequate for any requested information, it should be furnished on an attached page which is referred to under the appropriate numbered item on the form.

²Any convenient means of identifying the land (such as block and lot numbers or street boundaries) is sufficient. A description by metes and bounds or other technical description is acceptable, but not required.

- a. If the Redeveloper is a corporation, the officers, directors or trustees, and each stockholder owning more than 10% of any class of stock¹
- b. If the Redeveloper is a nonprofit or charitable institution or corporation, the members who constitute the board of trustees or board of directors or similar governing body.
- c. If the Redeveloper is a partnership, each partner, whether a general or limited partner, and either the percent of interest or a description of the character and extent of interest.
- d. If the Redeveloper is a business association or a joint venture, each participant and either the percent of interest or a description of the character and extent of interest.
- e. If the Redeveloper is some other entity, the officers, the members of the governing body, and each person having an interest of more than 10%.

NAME, ADDRESS, AND ZIP CODE

POSITION TITLE (if any) AND PERCENT OF INTEREST OR
DESCRIPTION OF CHARACTER AND EXTENT OF INTEREST

6. Name, address, and nature and extent of interest of each person or entity (not named in response to Item 5) who has a beneficial interest in any of the shareholders or investors named in response to Item 5 which gives such person or entity more than a computed 10% interest in the Redeveloper (for example, more than 20% of the stock in a corporation which holds 50% of the stock of the Redeveloper; or more than 50% of the stock in a corporation which holds 20% of the stock of the Redeveloper):

NAME, ADDRESS, AND ZIP CODE

DESCRIPTION OF CHARACTER AND EXTENT OF INTEREST

7. Names (if not given above) of officers and directors or trustees of any corporation or firm listed under Item 5 or Item 6 above:

B. RESIDENTIAL REDEVELOPMENT OR REHABILITATION

(The Redeveloper is to furnish the following information, but only if land is to be redeveloped or rehabilitated in whole or in part for residential purposes.)

¹ If a corporation is required to file periodic reports with the Federal Securities and Exchange Commission under Section of the Securities Exchange Act of 1934, so state under this Item 5. In such case, the information referred to in this Item 5 and in Items 6 and 7 is not required to be furnished.

1. State the Redeveloper's estimates, exclusive of payment for the land, for:

- a. Total cost of any residential redevelopment. \$
- b. Cost per dwelling unit of any residential redevelopment. \$
- c. Total cost of any residential rehabilitation \$
- d. Cost per dwelling unit of any residential rehabilitation \$

2. a. State the Redeveloper's estimate of the average monthly rental (if to be rented) or average sale price (if to be sold) for each type and size of dwelling unit involved in such redevelopment or rehabilitation:

<u>TYPE AND SIZE OF DWELLING UNIT</u>	<u>ESTIMATED AVERAGE</u>	<u>ESTIMATED AVERAGE</u>
	<u>MONTHLY RENTAL</u>	<u>SALE PRICE</u>
	\$	\$

b. State the utilities and parking facilities, if any, included in the foregoing estimates of rentals:

c. State equipment, such as refrigerators, washing machines, air conditioners, if any, included in the foregoing estimates of sales prices:

CERTIFICATION

I (We)¹ _____
certify that this Redeveloper's Statement for Public Disclosure is true and correct to the best of my (our) knowledge and belief.²

Dated: _____

Dated: _____

Signature

Signature

Title

Title

Address and ZIP Code

Address and ZIP Code

¹ If the Redeveloper is an individual, this statement should be signed by such individual; if a partnership, by one of the partners; if a corporation or other entity, by one of its chief officers having knowledge of the facts required by this statement.
² Penalty for False Certification: Section 1001, Title 18, of the U.S. Code, provides a fine of not more than \$10,000 or imprisonment of not more than five years, or both, for knowingly and willfully making or using any false writing or document, knowing the same to contain any false, fictitious or fraudulent statement or entry in a matter within the jurisdiction of any Department of the United States.

PART II

HUD-6004
(9-69)

REDEVELOPER'S STATEMENT OF QUALIFICATIONS AND FINANCIAL RESPONSIBILITY

(For Confidential Official Use of the Local Public Agency and the Department of Housing and Urban Development. Do Not Transmit to HUD Unless Requested or Item 8b is Answered "Yes.")

1. a. Name of Redeveloper:

b. Address and ZIP Code of Redeveloper:

2. The land on which the Redeveloper proposes to enter into a contract for, or understanding with respect to, the purchase or lease of land from

(Name of Local Public Agency)

in _____
(Name of Urban Renewal or Redevelopment Project Area)

in the City of _____, State of _____,
is described as follows:

3. Is the Redeveloper a subsidiary of or affiliated with any other corporation or corporations or any other firm or firms? ☐ YES ☐ NO
If Yes, list each such corporation or firm by name and address, specify its relationship to the Redeveloper, and identify the officers and directors or trustees common to the Redeveloper and such other corporation or firm.

4. a. The financial condition of the Redeveloper, as of _____, 19____, is as reflected in the attached financial statement.

(NOTE: Attach to this statement a certified financial statement showing the assets and the liabilities, including contingent liabilities, fully itemized in accordance with accepted accounting standards and based on a proper audit. If the date of the certified financial statement precedes the date of this submission by more than six months, also attach an interim balance sheet not more than 60 days old.)

b. Name and address of auditor or public accountant who performed the audit on which said financial statement is based:

5. If funds for the development of the land are to be obtained from sources other than the Redeveloper's own funds, a statement of the Redeveloper's plan for financing the acquisition and development of the land:

b. If the Redeveloper or any of the principals of the Redeveloper has ever been an employee, in a supervisory capacity, for construction contractor or builder on undertakings comparable to the proposed redevelopment work, name of such employee, name and address of employer, title of position, and brief description of work:

10. Other federally aided urban renewal projects under Title I of the Housing Act of 1949, as amended, in which the Redeveloper or any of the principals of the Redeveloper is or has been the redeveloper, or a stockholder, officer, director or trustee, or partner of such a redeveloper:

11. If the Redeveloper or a parent corporation, a subsidiary, an affiliate, or a principal of the Redeveloper is to participate in the development of the land as a construction contractor or builder:

a. Name and address of such contractor or builder:

b. Has such contractor or builder within the last 10 years ever failed to qualify as a responsible bidder, refused to enter into a contract after an award has been made, or failed to complete a construction or development contract? ☐ YES ☐ NO

If Yes, explain:

c. Total amount of construction or development work performed by such contractor or builder during the last three years: \$ _____.

General description of such work:

d. Construction contracts or developments now being performed by such contractor or builder:

<u>IDENTIFICATION OF CONTRACT OR DEVELOPMENT</u>	<u>LOCATION</u>	<u>AMOUNT</u> \$	<u>DATE TO BE COMPLETED</u>
--	-----------------	---------------------	---------------------------------

e. Outstanding construction-contract bids of such contractor or builder:

AWARDING AGENCY

AMOUNT

\$

DATE OPENED

12. Brief statement respecting equipment, experience, financial capacity, and other resources available to such contractor or builder for the performance of the work involved in the redevelopment of the land, specifying particularly the qualifications of the personnel, the nature of the equipment, and the general experience of the contractor:

13. a. Does any member of the governing body of the Local Public Agency to which the accompanying bid or proposal is being made or any officer or employee of the Local Public Agency who exercises any functions or responsibilities in connection with the carrying out of the project under which the land covered by the Redeveloper's proposal is being made available, have any direct or indirect personal interest in the Redeveloper or in the redevelopment or rehabilitation of the property upon the basis of such proposal? ☐ YES ☐ NO

If Yes, explain.

b. Does any member of the governing body of the locality in which the Urban Renewal Area is situated or any other public official of the locality, who exercises any functions or responsibilities in the review or approval of the carrying out of the project under which the land covered by the Redeveloper's proposal is being made available, have any direct or indirect personal interest in the Redeveloper or in the redevelopment or rehabilitation of the property upon the basis of such proposal? ☐ YES ☐ NO

If Yes, explain.

14. Statements and other evidence of the Redeveloper's qualifications and financial responsibility (other than the financial statement referred to in Item 4a) are attached hereto and hereby made a part hereof as follows:

CERTIFICATION

I (We)¹

certify that this Redeveloper's Statement of Qualifications and Financial Responsibility and the attached evidence of the Redeveloper's qualifications and financial responsibility, including financial statements, are true and correct to the best of my (our) knowledge and belief.²

Dated: _____

Dated: _____

Signature

Signature

Title

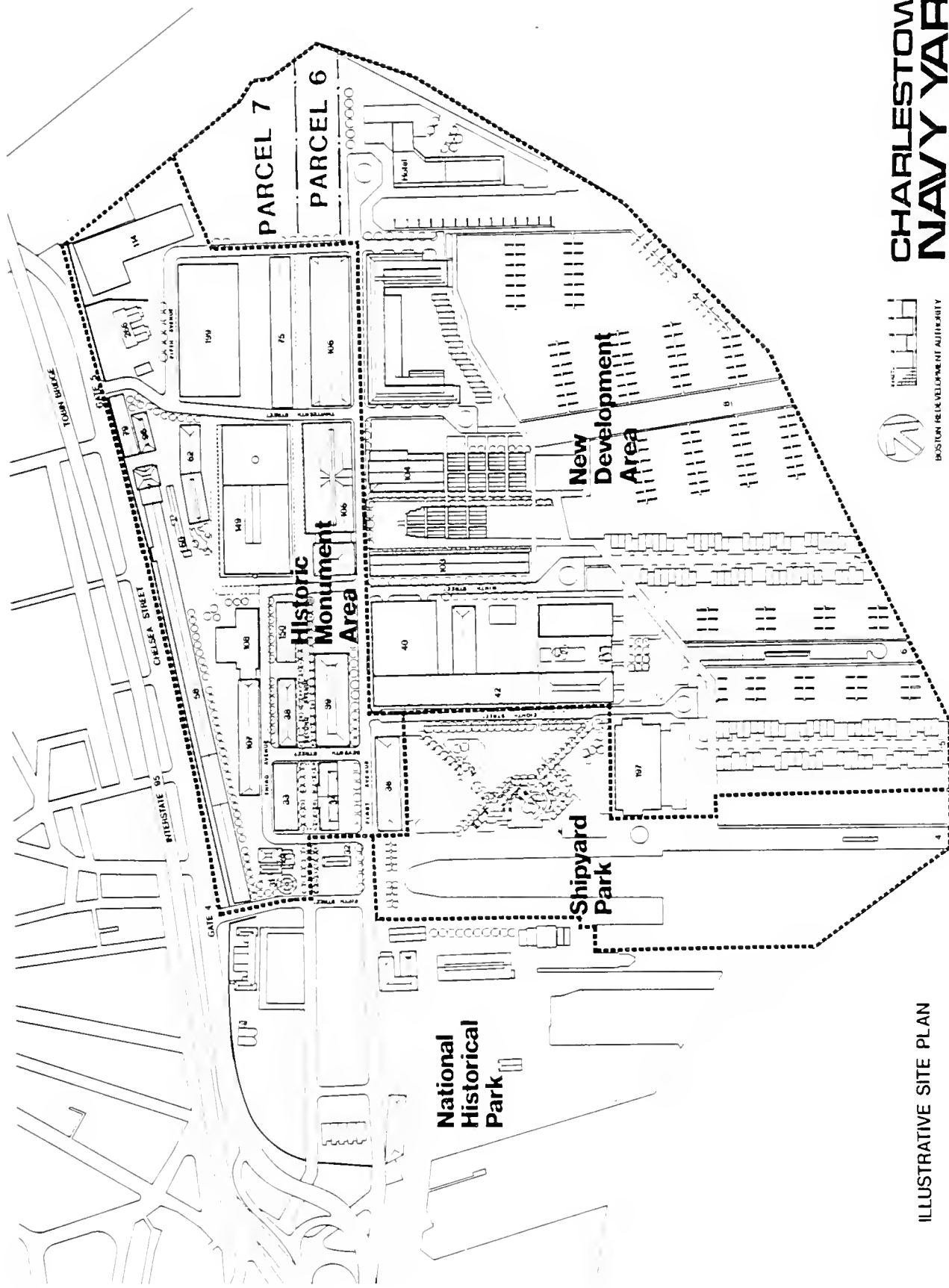
Title

Address and ZIP Code

Address and ZIP Code

¹ If the Redeveloper is a corporation, this statement should be signed by the President and Secretary of the corporation; if an individual, by such individual; if a partnership, by one of the partners; if an entity not having a president and secretary, by one of its chief officers having knowledge of the financial status and qualifications of the Redeveloper.

² Penalty for False Certification: Section 1001, Title 18, of the U.S. Code, provides a fine of not more than \$10,000 or imprisonment of not more than five years, or both, for knowingly and willfully making or using any false writing or document, knowing the same to contain any false, fictitious or fraudulent statement or entry in a matter within the jurisdiction of any Department



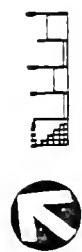
CHARLESTOWN NAVY YARD



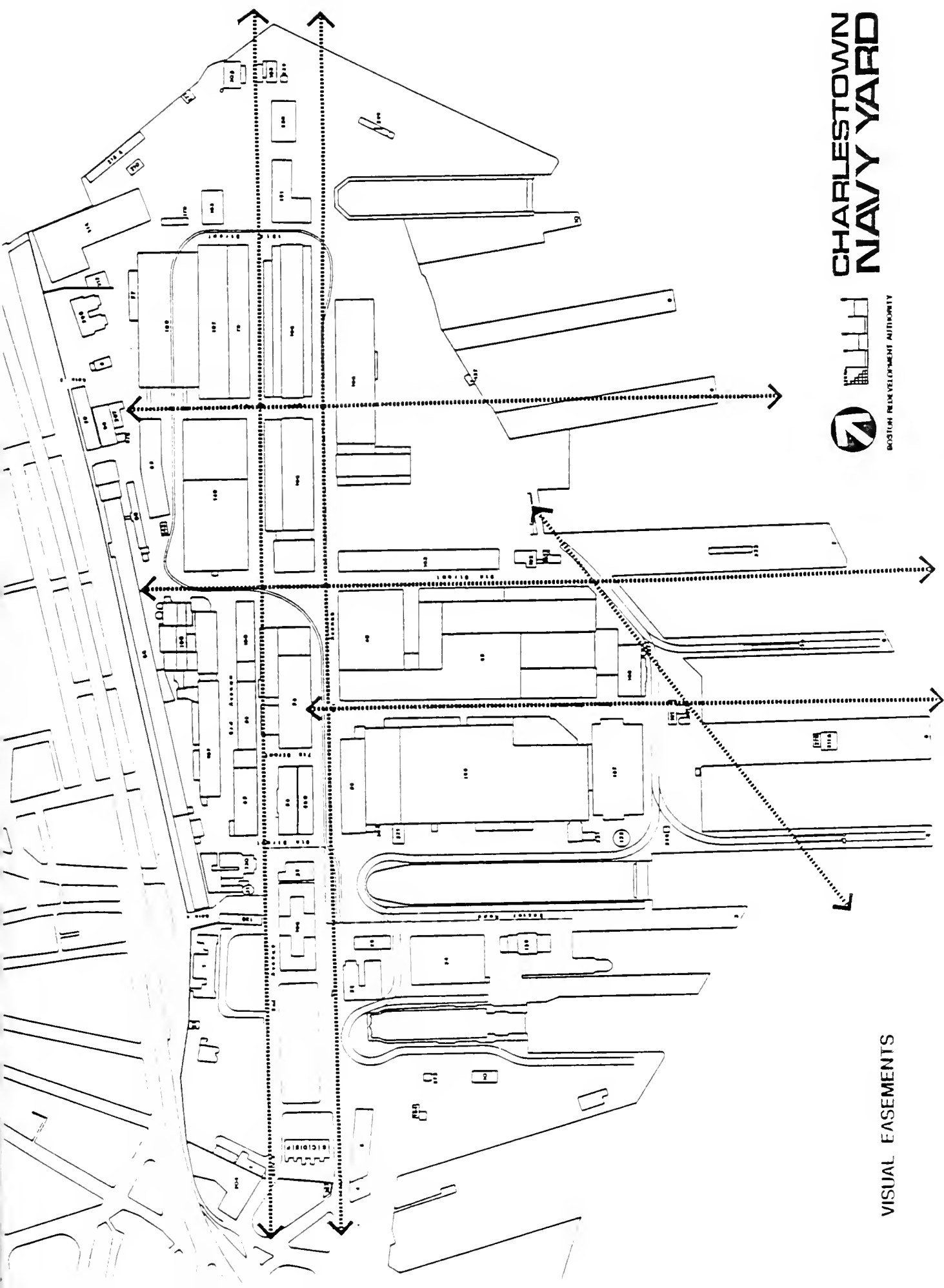
BOSTON REDEVELOPMENT AUTHORITY

ILLUSTRATIVE SITE PLAN

CHARLESTOWN NAVY YARD



BOSTON REDEVELOPMENT AUTHORITY

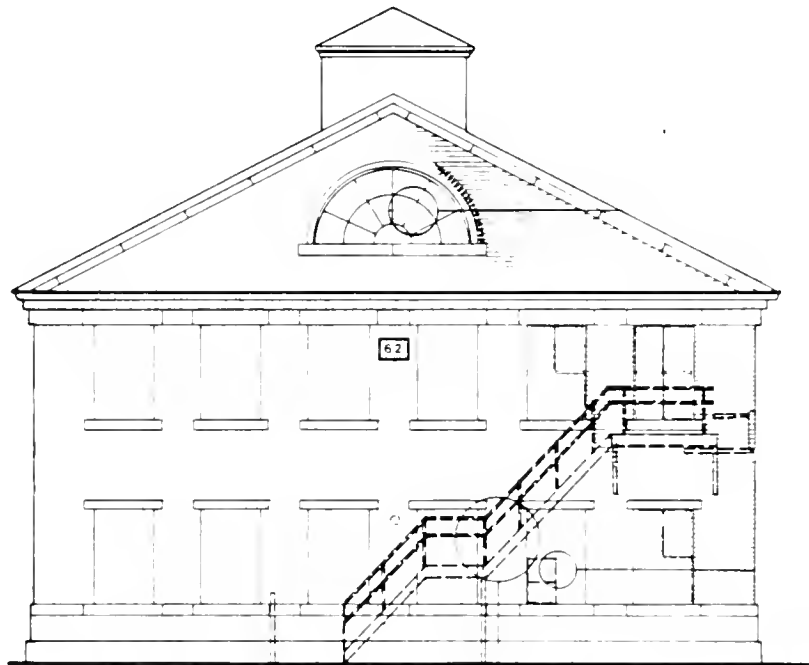


VISUAL EASEMENTS

DEVELOPERS KIT

62

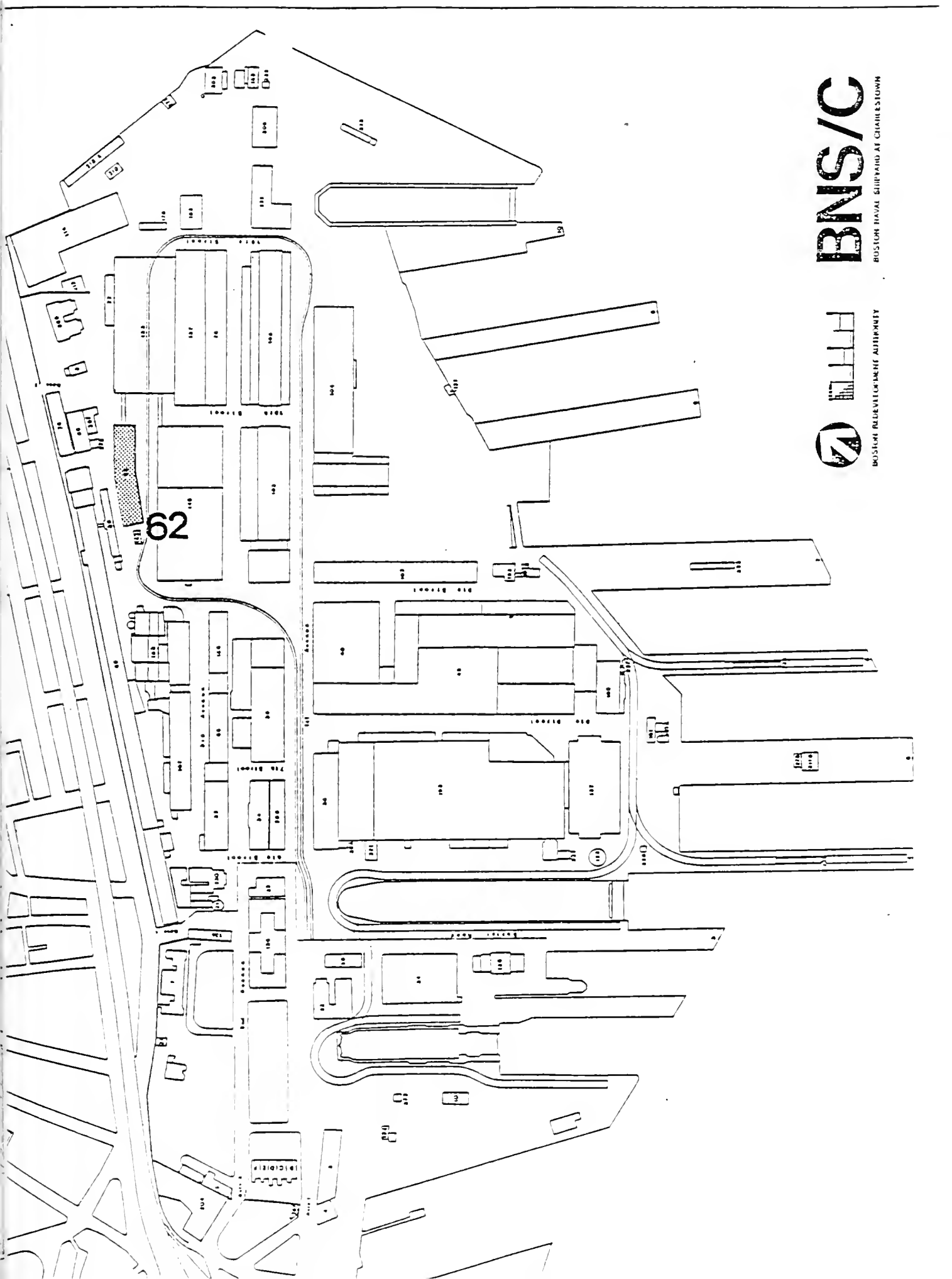
BUILDING



HISTORIC MONUMENT TRANSFER AREA

Boston
Naval Shipyard
at Charlestown

BOSTON REDEVELOPMENT AUTHORITY | Stephen F. Coyle, Director



BNS/C

BOSTON NAVAL SHIPYARD AT CHARLESTOWN



BOSTON REDEVELOPMENT AUTHORITY

Summary of
Proposed
Treatment

6. Sources and amount of cash available to Redeveloper to meet equity requirements of the proposed undertaking:

a. In banks:

NAME, ADDRESS, AND ZIP CODE OF BANK

AMOUNT
\$

b. By loans from affiliated or associated corporations or firms:

NAME, ADDRESS, AND ZIP CODE OF SOURCE

AMOUNT
\$

c. By sale of readily salable assets:

DESCRIPTION

MARKET VALUE
\$

MORTGAGES OR LIENS
\$

7. Names and addresses of bank references:

8. a. Has the Redeveloper or (if any) the parent corporation, or any subsidiary or affiliated corporation of the Redeveloper or said parent corporation, or any of the Redeveloper's officers or principal members, shareholders or investors, or other interested parties (as listed in the responses to Items 5, 6, and 7 of the Redeveloper's Statement for Public Disclosure and referred to herein as "principals of the Redeveloper") been adjudged bankrupt, either voluntary or involuntary, within the past 10 years? ☐ YES ☐ NO

If Yes, give date, place, and under what name.

- b. Has the Redeveloper or anyone referred to above as "principals of the Redeveloper" been indicted for or convicted of any felony within the past 10 years? ☐ YES ☐ NO

If Yes, give for each case (1) date, (2) charge, (3) place, (4) Court, and (5) action taken. Attach any explanation deemed necessary.

9. a. Undertakings, comparable to the proposed redevelopment work, which have been completed by the Redeveloper or any of the principals of the Redeveloper, including identification and brief description of each project and date of completion:

Summary of Proposed Treatment Building #62

The eight granite buildings within the Historic Monument Transfer Area are visually dominant in the Shipyard because of their location and their appearance. Synpathetic treatment of their facades is critical to the successful reuse of the Shipyard. There is both wide variety and a collective impressiveness in their designs. These guidelines are developed to identify the salient characteristics of each building and, comparing these with the expected needs of successful reuse, to establish the elements which must be retained or replaced in kind as well as those which may be changed.

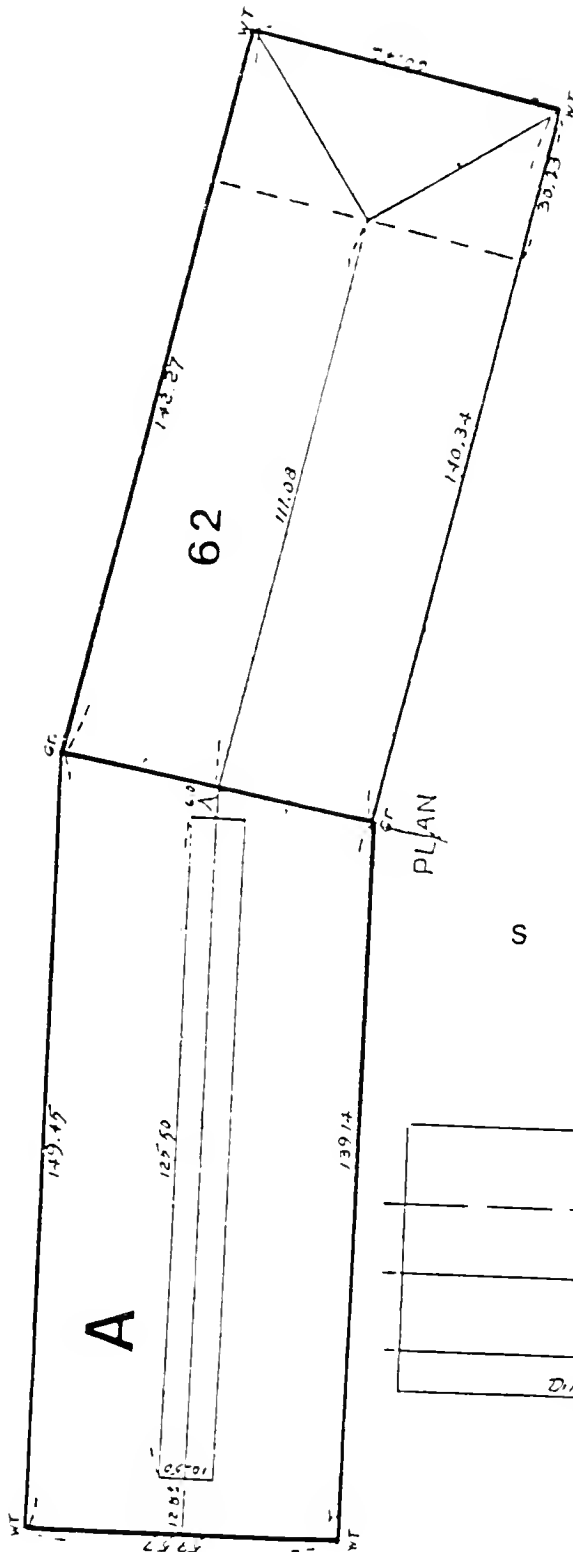
It is obvious that all needs for change cannot be addressed without a specific reuse or development proposal in hand. However, the spirit and intent of the physical changes and the resultant appearance is clear and any requested deviations, in writing with explicit and complete descriptions including specifications and material samples as appropriate, will be appraised foremostly as they respect this spirit.

The granite portion of this building, the northern portion, is part of the original ropewalk complex, designed by Alexander Parris. It will not be part of the interpretive museum but it is critical that it relates to the Ropewalk (58) and Tarring House (60) visually. Therefore, the facade will be restored, including the iron shutters and hardware. The end facade will be restored after the removal of the conveyor connector to Building 149. The interior will be reused and should be left as unchanged as possible. This suggests a use that requires minimum interior partitions so that the simple interior structural system can be left visible. The restoration of the brick addition is not required.

The classic motif scales should be retained in situ if adequate public visibility can be provided. Otherwise they should be installed as part of the Ropewalk interpretive museum.

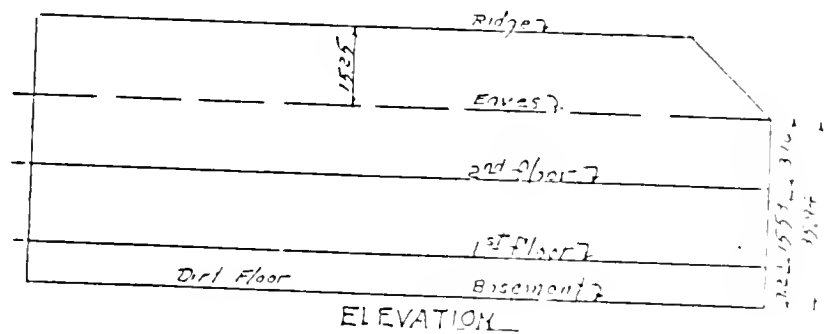
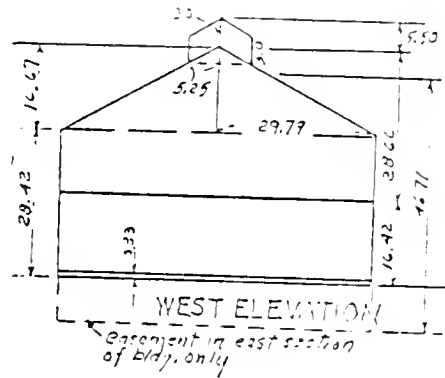
E

N



S

W

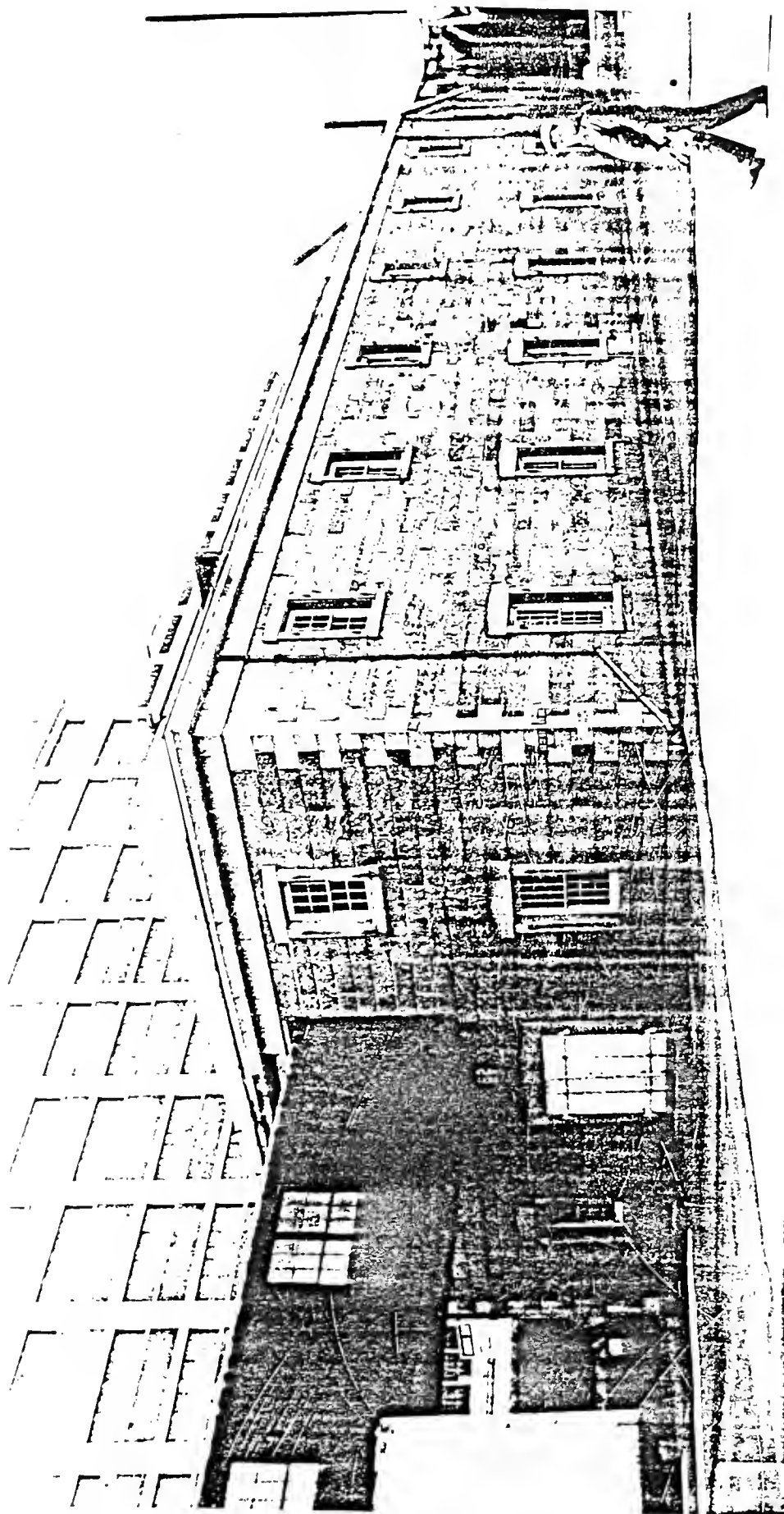


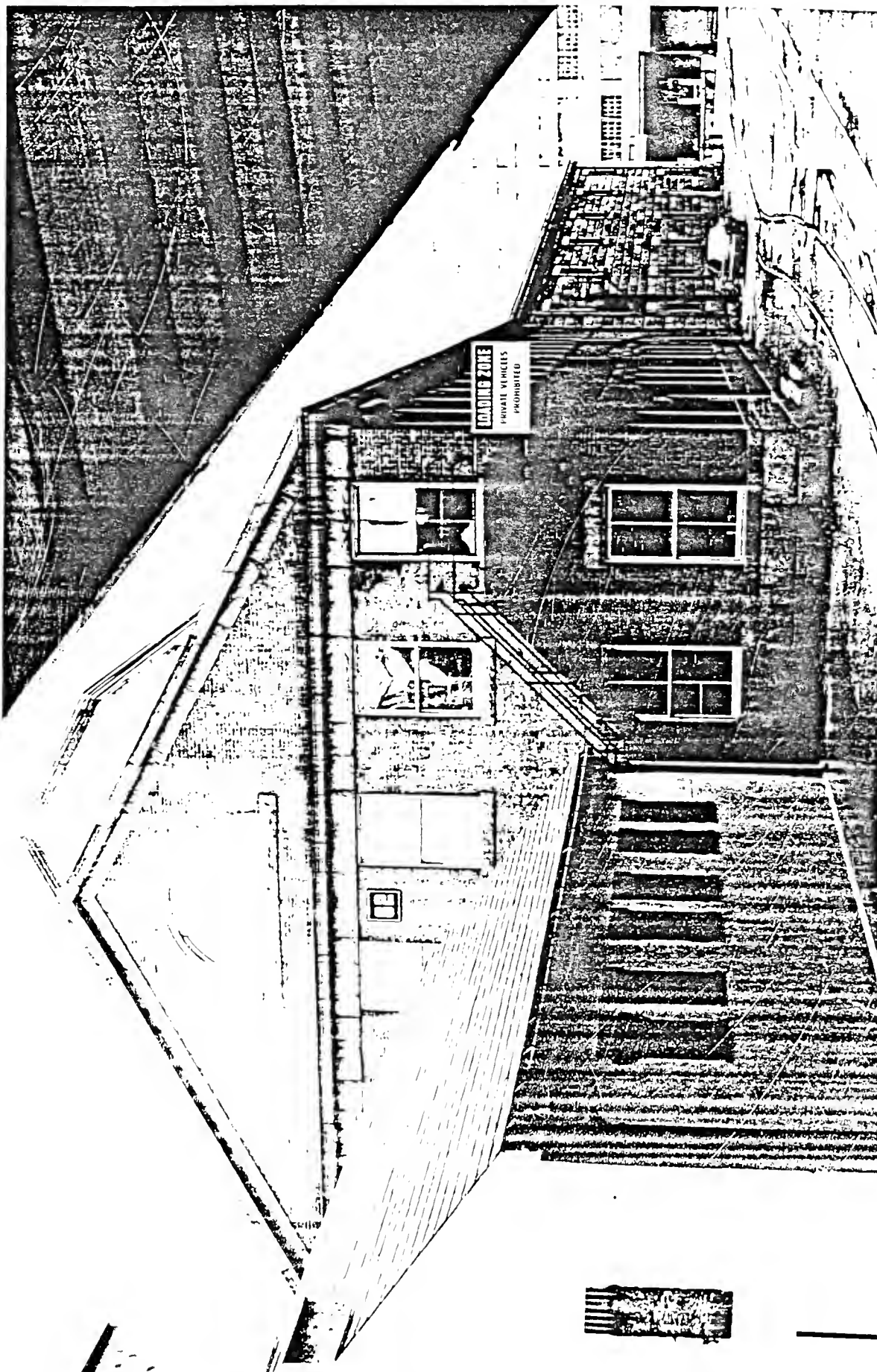
FILE NO 62

AREA	FLR.	BOOZ ALLEN	DOLBEN	02	A
	0	8,543	8,543	8,543	
	1	17,170	17,170	8,543	8,647
	2	17,087	17,087	8,543	8,544
TOTAL		42,820	42,820	25,629	17,191
TABLE	39,277 DOLBEN				
COLITION	BOOZ-ALLEN \$ 69,000				

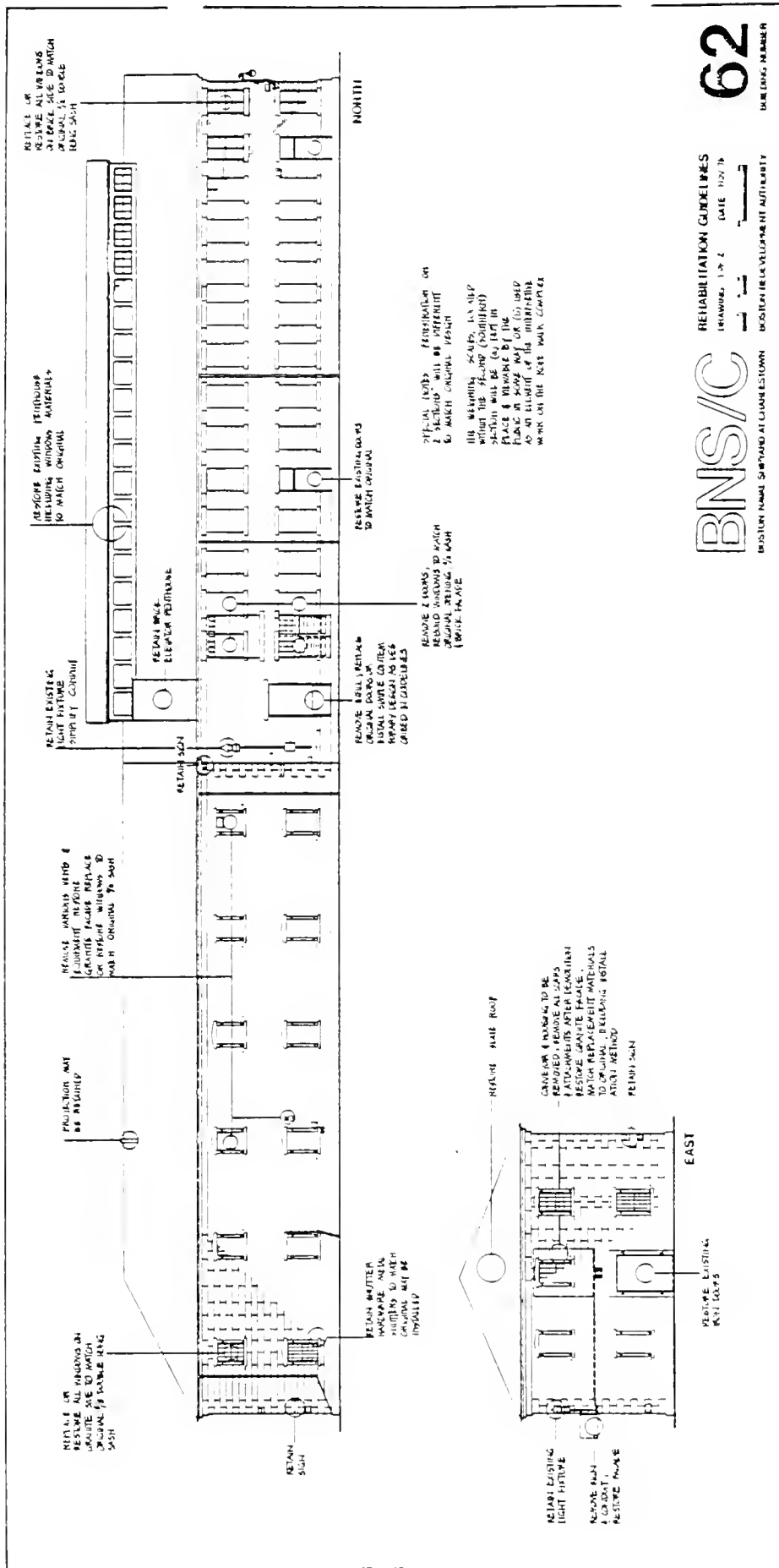
SHELL STAIRS, EXTERIOR WORK

Photographs





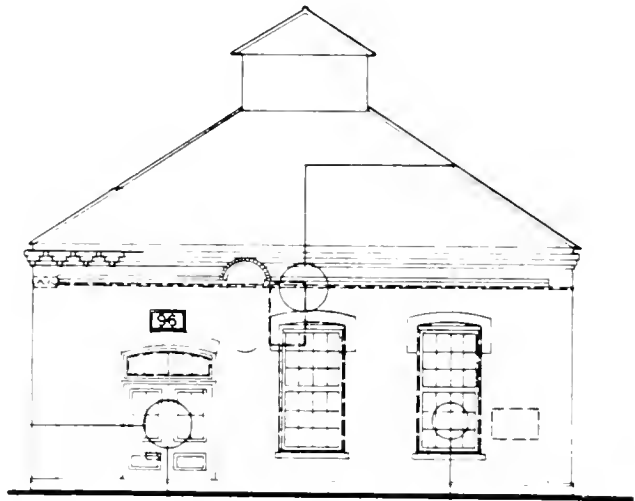
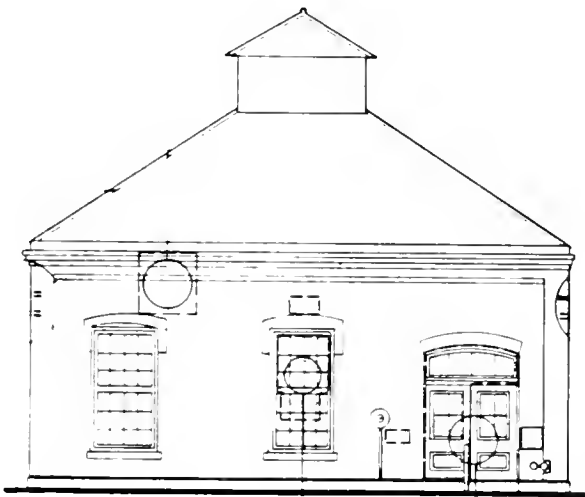
Reuse
Guideline
Drawing



DEVELOPERS KIT

96

BUILDING



HISTORIC MONUMENT TRANSFER AREA

Boston
Naval Shipyard
at Charlestown

BOSTON REDEVELOPMENT AUTHORITY | Stephen F. Coyle, Director



BNS/C

BOSTON NAVAL SHIPYARD AT CHARLESTOWN



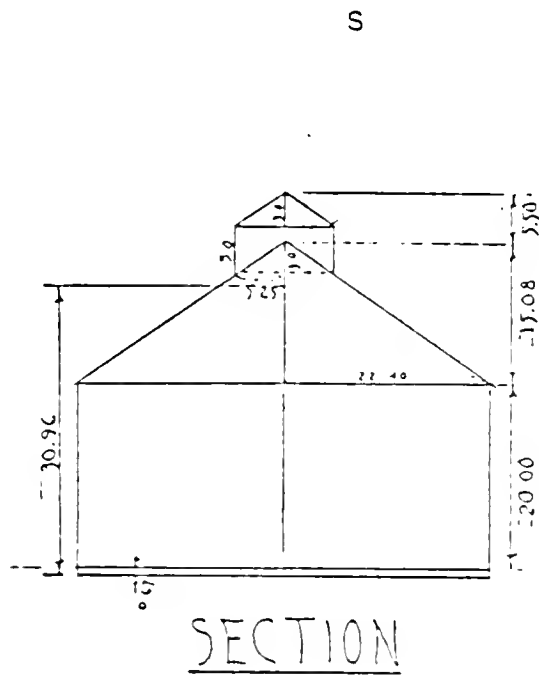
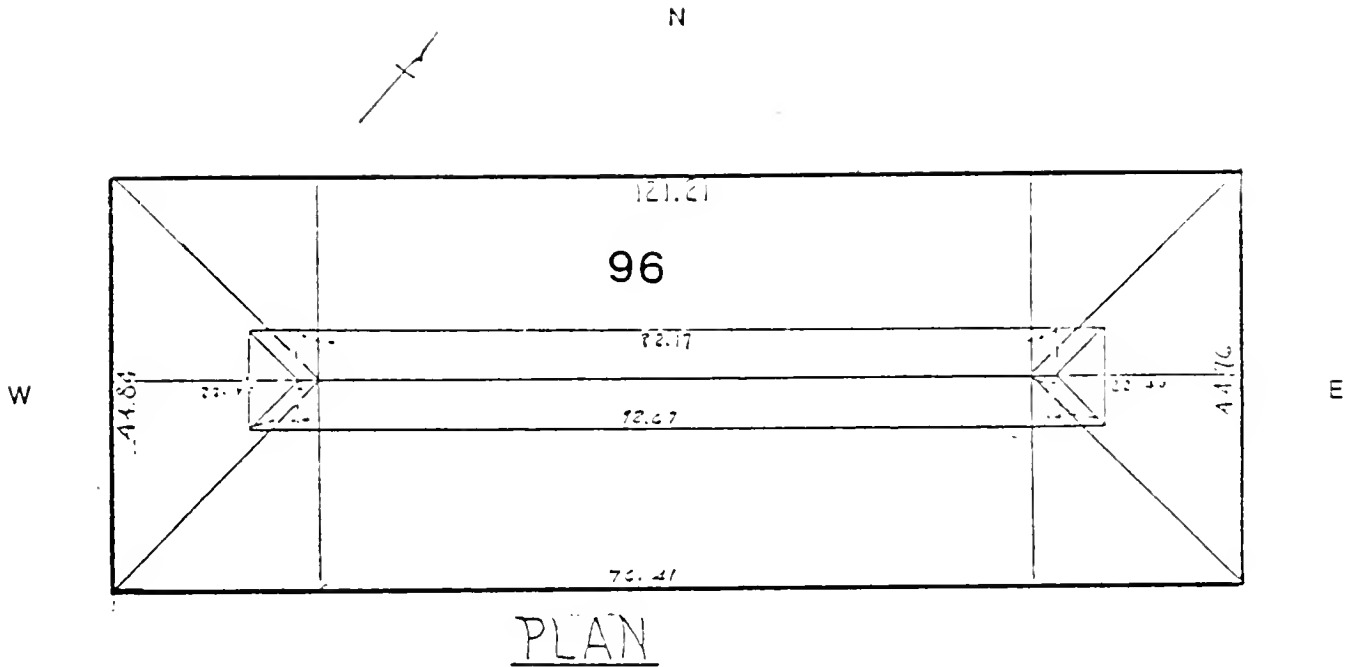
BOSTON REDEVELOPMENT AUTHORITY

Summary of
Proposed
Treatment

Summary of Proposed Treatment Building #96

The small size and visual prominence of this building present some difficulties in balancing reuse and preservation. For this reason a combined use with Building 79 might be considered, including a minimal contemporary connection. Any design for such a connection should be submitted for approval before any change or construction is made.

The brick-panel configuration should be preserved. Any major change required should be done on the western facade, in the narrow passage adjacent to Building 79. It should be noted that this building will be virtually surrounded by a pedestrian plaza and landscaped areas which will impact the treatment of the existing doorways on the east side.



FOILING 96

EA	PLR	96 ALLEN	96 DEEN	96
	1	5,430	5,430	5,430
AL		5,430	5,430	5,430
TA ELE		5,430		5,430
ILITION	Booz - ALLEN			\$ 15,000.00

CHECK STATUS, EXTERIOR WORK

Chronological Profile

DATE: November, 1976
RECORDER: Anne Booth
AGENCY: Boston Redevelopment Authority

CHRONOLOGICAL PROFILE

Name: Building 96

Location: 5th Avenue between Ropewalk and Gate 5

Most Recent Use: Fork Lift and Pump Repair Building

Present Use: Vacant

Date of Erection: 1899

Architect: Department of the Navy, specific architect unknown

Statement of Significance: The significance of Building 96 derives principally from its functional relationship with the Ropewalk Complex, that is, its early use as the power house for the complex and subsequent purpose as hemp storage facility. Architecturally, the small structure complements the templar form of Building 79 and shows evidence of the popularity at the turn of the century for classical revival decorative motifs.

PART I

HISTORICAL INFORMATION

A. Physical History

Building 96 occupies the site of the Ropewalk's 1871 Boiler House, Building 52. Building 52 was enlarged according to an 1898 proposal, but the actual construction involving new foundations suggests that an entirely new structure was built as "Power House" for the Ropewalk. Subsequent uses involved hemp storage and repair shop functions.

B. Sources of Information

Original documents including site plans, drawings and photos located at National Park Service, Shipyard Archives. See document references within text.

PART II

ARCHITECTURAL INFORMATION

A. Original Design

The site of Building 96, parallel to the southeast facade of Building 79 in the northeast corner of the Navy Yard, was originally occupied by Building 52, a Boiler House for the Ropewalk proposed in 1871 (399-16) and built in 1872 (399-17). In 1898, an addition of about the same dimensions as 52 was proposed to be built on the northeast side of the existing Boiler House (455-12). This segment is shown as built by 1901. In fact, an entire new concrete foundation was set in the process and the building renumbered to 96. The design consistency of the present building and the number change imply that 52 was largely reconstructed rather than simply added to in 1898-1899. It is unclear whether any of the original fabric of Building 52 remains.

The plans and elevations drawn in 1898 and 1899 (June, 1899; 96-1. December 8, 1898; 96-2. December 6, 1898; 96-3 and 96-4) depict Building 96 as a one-story brick structure, in common bond, three bays wide and nine bays long, and having a slate-covered monitor roof. Each bay on the longitudinal elevations is flanked by wide brick engaged pilasters. On the short facades, in contrast, pilasters mark only the building corners. The pilasters rise to an ornamental brick cornice.

According to the 1898 design, there were to be double doors in the sixth and ninth bays on the 5th Avenue elevation of Building 96. The doors surmounted by a lighted transome were fit into segmental arched openings. The remaining bays on the front were designed to contain large, double-hung, six-over-six wooden sash capped by brick segmental arches ending in drip mouldings. Their narrow projecting sills were to be of rough granite.

In contrast, the back of the building was designed to have only four windows. On the plan (December 8, 1898), the first bay (counting from the Gate end) has a small door set in a segmental arch that abuts the corner pilaster. The second through fourth and the sixth bays were designed to be solid brick while windows were to be set into the fifth, sixth, eighth, and ninth bays. The positioning of the windows must undoubtedly have been contingent upon the intended location of the machinery within the building. Also, the back of Building 96 is separated only by a narrow alley from Building 79, thus, little light would have been admitted from this side.

Both short ends of Building 96 were designed to have similar double doors set to the sides closest to 5th Avenue. The other two bays were to have windows indetical to those on the long elevations.

The wooden monitor is shown as having twenty-one, nine-paned windows along each side below a narrow, hipped roof, slate-covered like the main roof below it (96-2 and 96-4).

B. Later Changes in Use

The tenure of Building 96 as "Power House for the Ropewalk" did not last very long. It is so listed in the site plan index for 1906 (June 30, 1906; no number), whereas it is listed as "formerly Ropewalk Powerhouse" on the 1910 site plan (June 30, 1910; 399-83). In 1913 and 1914 it was unused. Then in 1915, Building 96 became a "Storehouse, Surveyed Material." From 1916 through 1919 it was used as a storehouse for hemp, while from 1920 through 1946 it is simply listed as a storehouse. After 1946 it was used for a year in 1947, 96 was again used for hemp storage which remained its function until 1966. Finally, it served as the "Fork Lift and Pump Repair Building" until the Navy Yard closed.

C. Later Alterations in Form

Exterior: Building 96 was constructed almost exactly after the 1898 design (96-2), but its exterior has seen a number of superficial alterations since that time. As built, all window sash was twelve-over-twelve. On the 5th Avenue elevation, only the window in the first bay is intact with its rough granite sill and segmental arch above ending in a drip moulding. The bottom half of the window in the second bay is bricked up, while that in the third bay has been cut out completely for the introduction of a rolling steel freight door. Building 207 has been constructed in cinder block against the remainder of this side of Building 96, and all the remaining windows and the two original doors bricked in, although the segmental arches survive. To the west of the rolling steel door and in front of bays one and two is the Transformer Area of Substation 96 constructed in 1946.

On northwest elevation of 96, the small door in the first bay has been filled in with concrete. Bays two, three, four, and seven show evidence of brickwork changes with dark and light mortar in no definitive pattern, although this may be the result of windows being cut at some time into the originally solid wall. (Study tracing: June 18, 1946; 96-11). The original windows in bays eight and nine have been filled in with concrete. Either the segmental arches over the windows on the back of 96 never terminated in drip mouldings as they were designed to do, or those mouldings have been removed. The former possibility seems more likely in view of the location of the windows so close to Building 79 where they would hardly be seen.

The original window openings on the Gate 5 end of 96 have been bricked in although their granite sills remain. Half of the segmental arch over the middle window was removed to accommodate a metal ventilating panel. Again there are no drip mouldings terminating these segmental arches raising the question as to whether they were removed or never, in fact, included (#96-2). The double wood and glass door in the left bay now has a wood panel above it in place of the original glass light.

An interesting feature on this end is a high, oval opening, now bricked up, which does not appear on the original drawings. The oval is capped by a segmental arch of wedge-shaped headers just under the roof overhang and interrupts the ornamental cornice.

The segmental arches over the two windows on the Ropewalk elevation do end in drip mouldings. The windows in the left bay is intact while the upper sash in the middle bay is boarded up. The original double door in the right bay has been replaced by a single wood and glass door and the remainder of the opening filled in with plywood. A conveyor belt which protrudes from the wall above the left window and connects to the Ropewalk probably remains from the time when Building 96 was used for hemp storage.

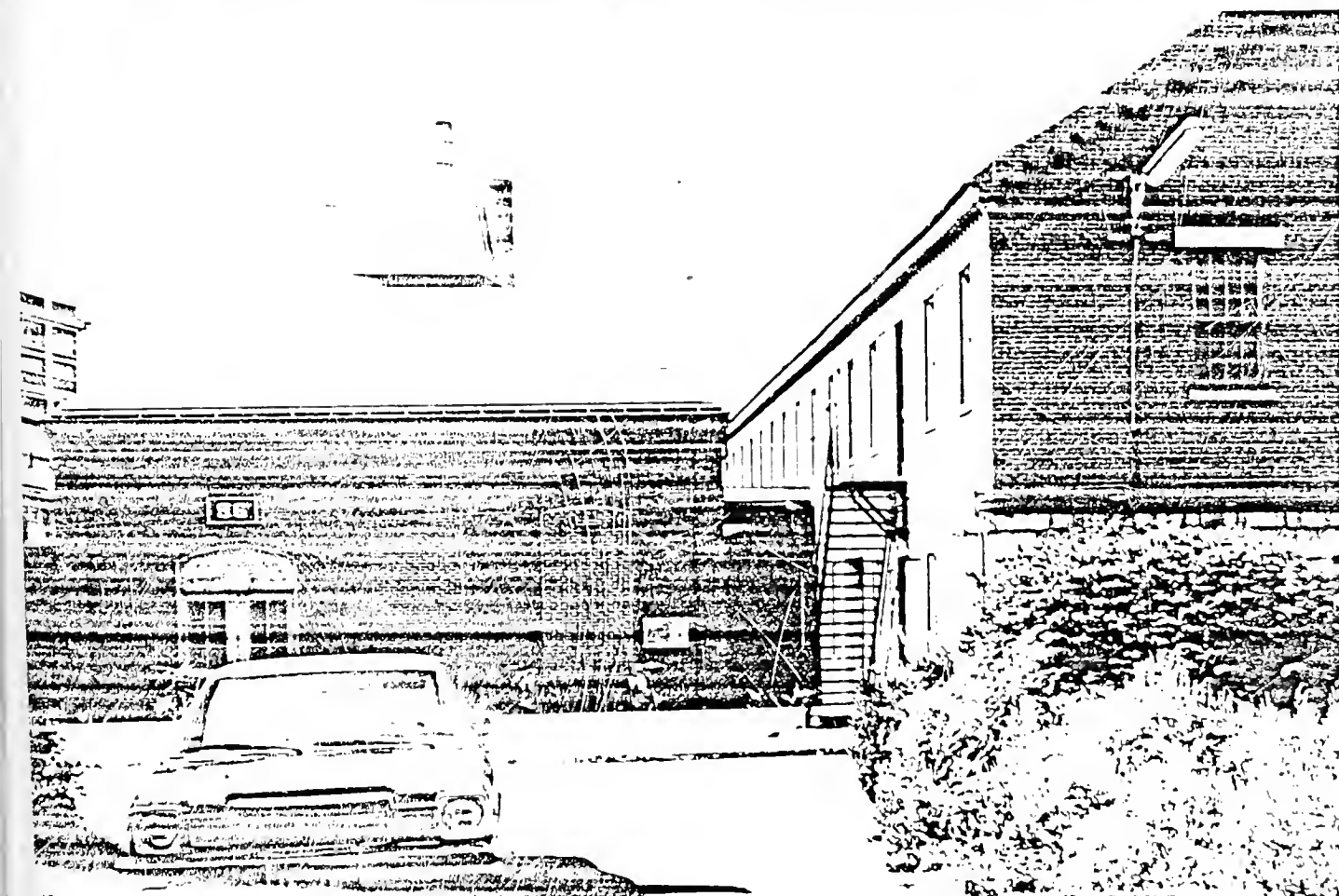
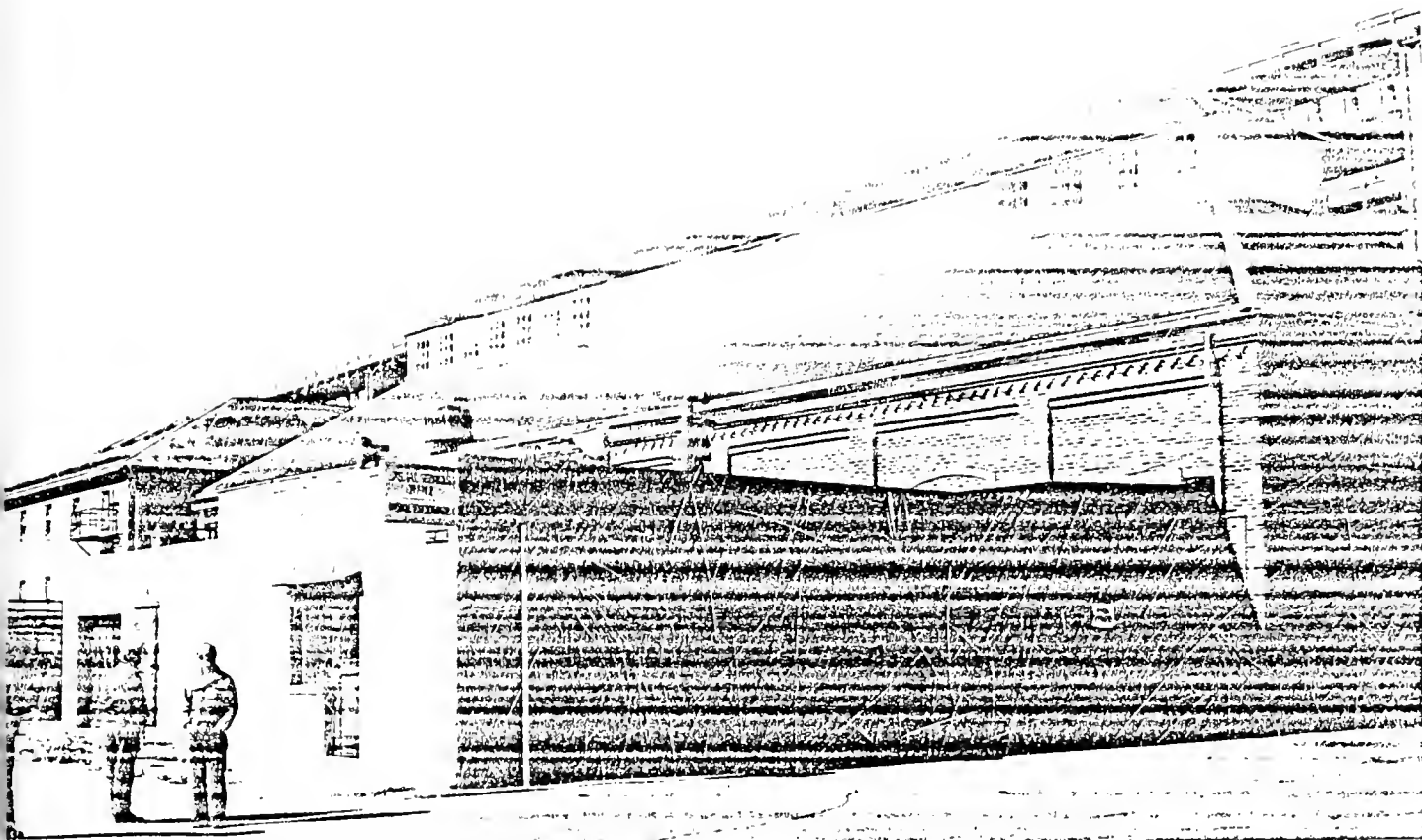
Interior: The interior of Building 96 is empty except for a toilet enclosure built against the northwest wall. A permanent partition at about the fourth bay, about two-thirds of the length separates 96 roughly in two open parts.

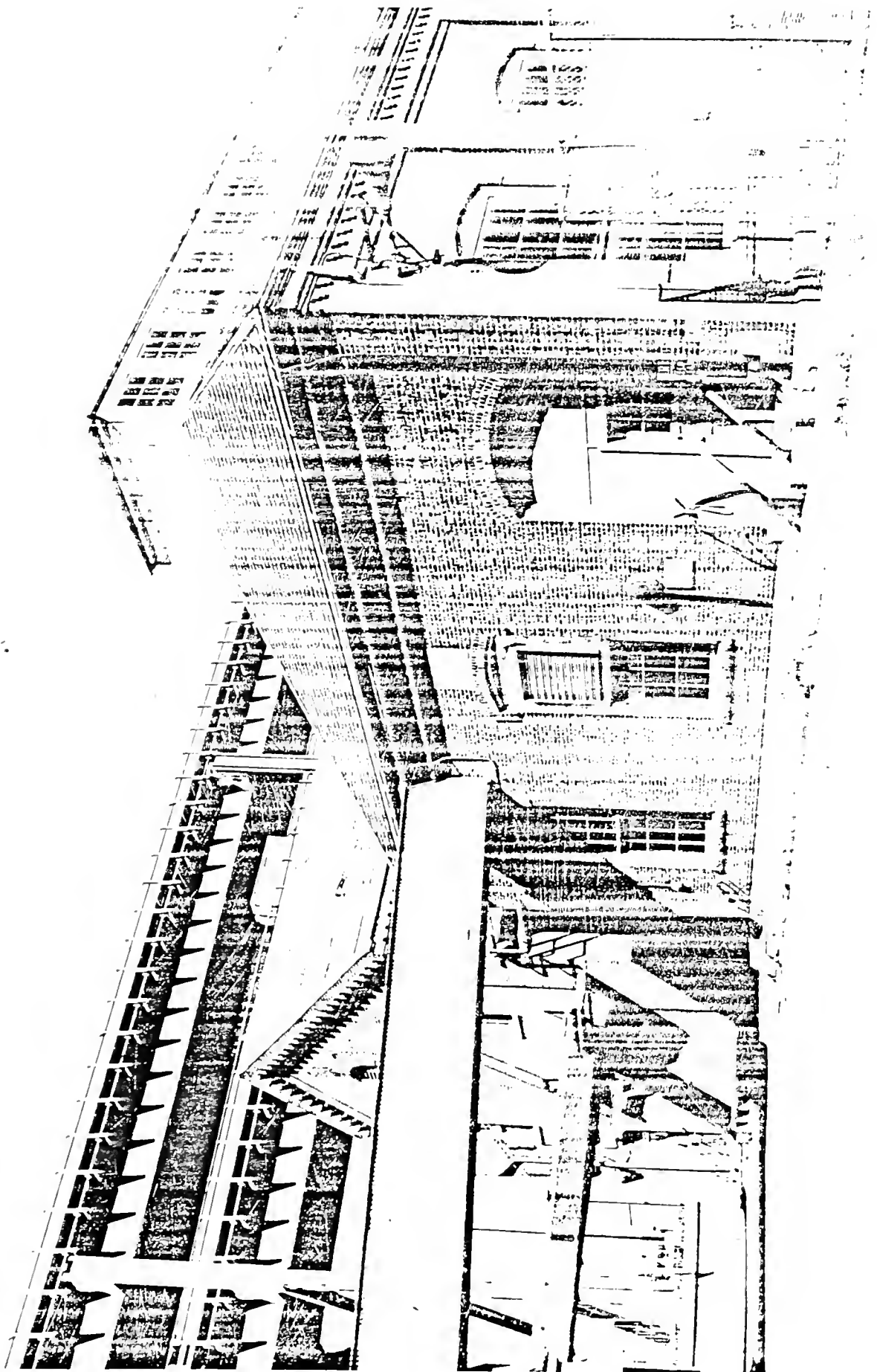
PART III

SUMMARY OF PRESENT ARCHITECTURAL DESCRIPTION

Building 96 remains as a single story, hipped roof with monitor covered in slate, brick structure with limited decorative elements. Alterations are limited to changes in openings and the addition of Building 207 which obscurs much of the 5th Avenue elevation.

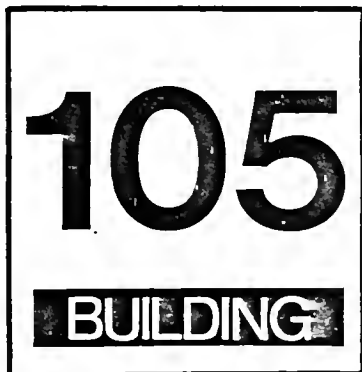
Photographs





Reuse
Guideline
Drawing

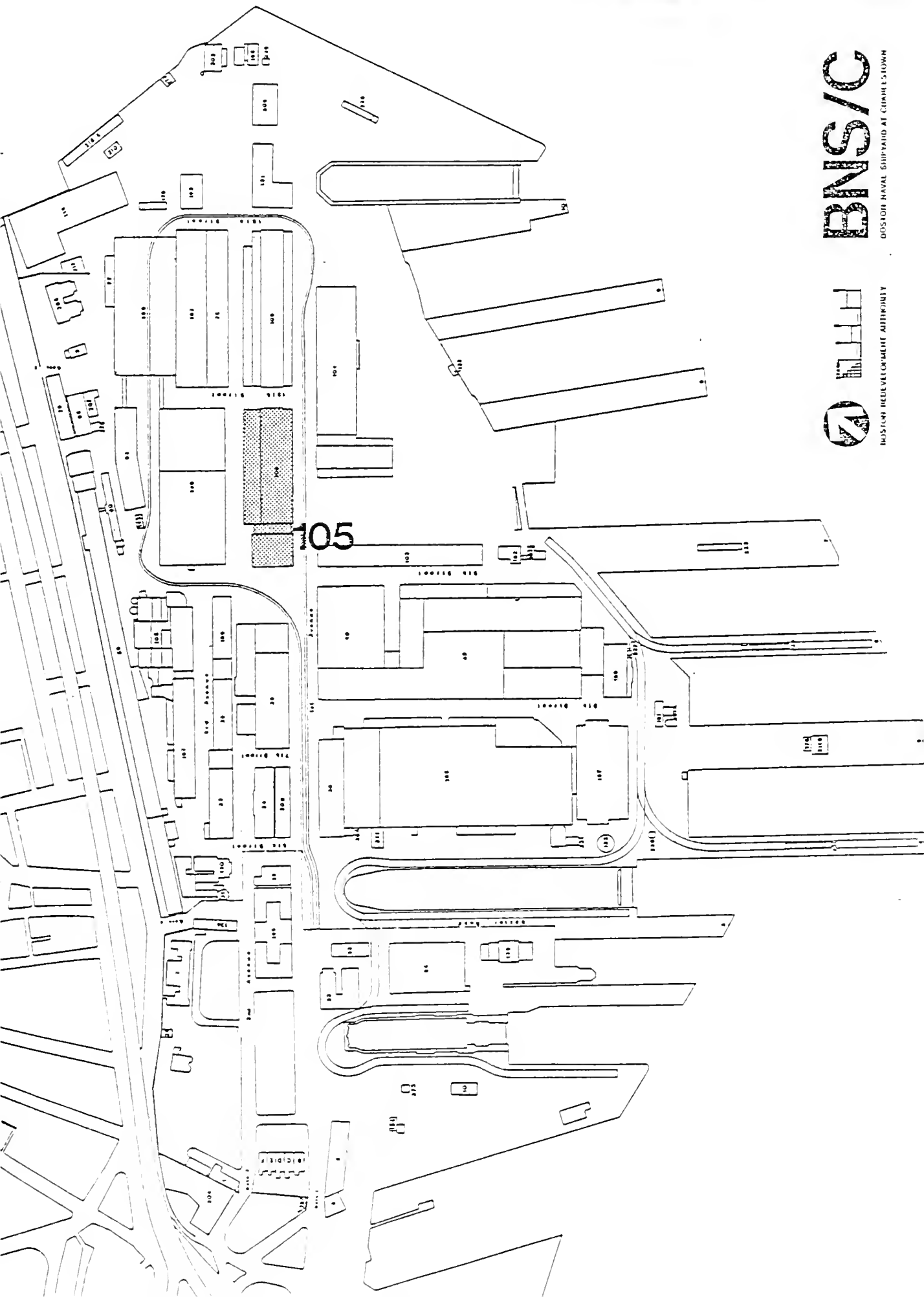
DEVELOPERS KIT



HISTORIC MONUMENT TRANSFER AREA

Boston
Naval Shipyard
at Charlestown

BOSTON REDEVELOPMENT AUTHORITY | Stephen F. Coyle, Director



BNS/C

DONOR NAVAL SHIPYARD AT CHARLESTOWN



FEDERAL HOUSING FINANCE AGENCY
HOMELAND REDEVELOPMENT AUTHORITY

Summary of
Proposed
Treatment

Summary of Proposed Treatment: Building 105

Specific guidelines for the redevelopment of Building 105 have not been prepared. However, successful development of this building must include a design which incorporates and expresses the historic significance of the building itself and the chain forge equipment contained therein. Development of Building 105 shall include the retention of some significant pieces of chain assembly equipment in a publicly accessible location.

The National Park Service will jointly review reuse proposals for Building 105 with the BRA. Presubmission meetings will be scheduled by the Authority and Park Service in order to assist developers in understanding and responding to NPS design and reuse concerns.

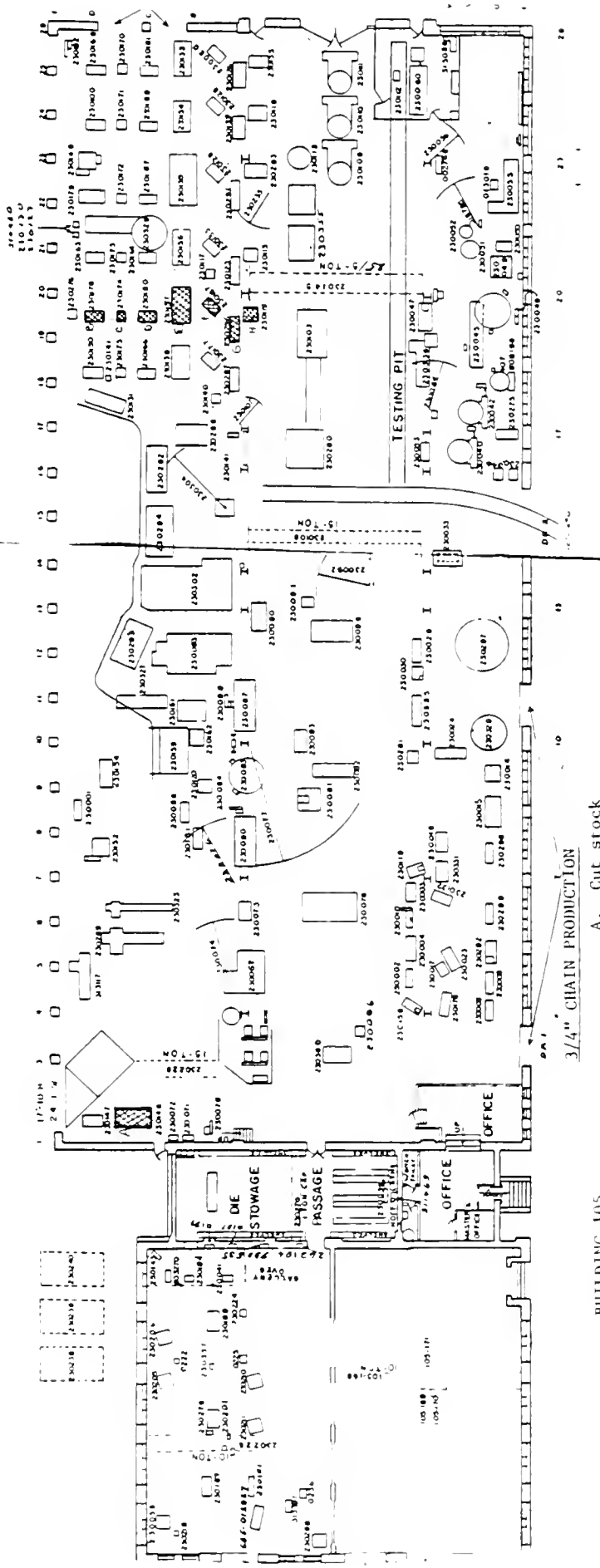
BUILDING 105 (FORGE SHOP)
CHARLESTOWN NAVY YARD
NATIONAL PARK SERVICE HISTORIC PRESERVATION PRIORITIES

The National Park Service is interested in preserving the following aspects of the Forge Shop (Building 105):

1. Selected equipment inside the building in order to present the sequential steps in the process of manufacturing die-lock chains.
2. The open, industrial quality of the space.

The developer is asked to produce a development package which best provides the following:

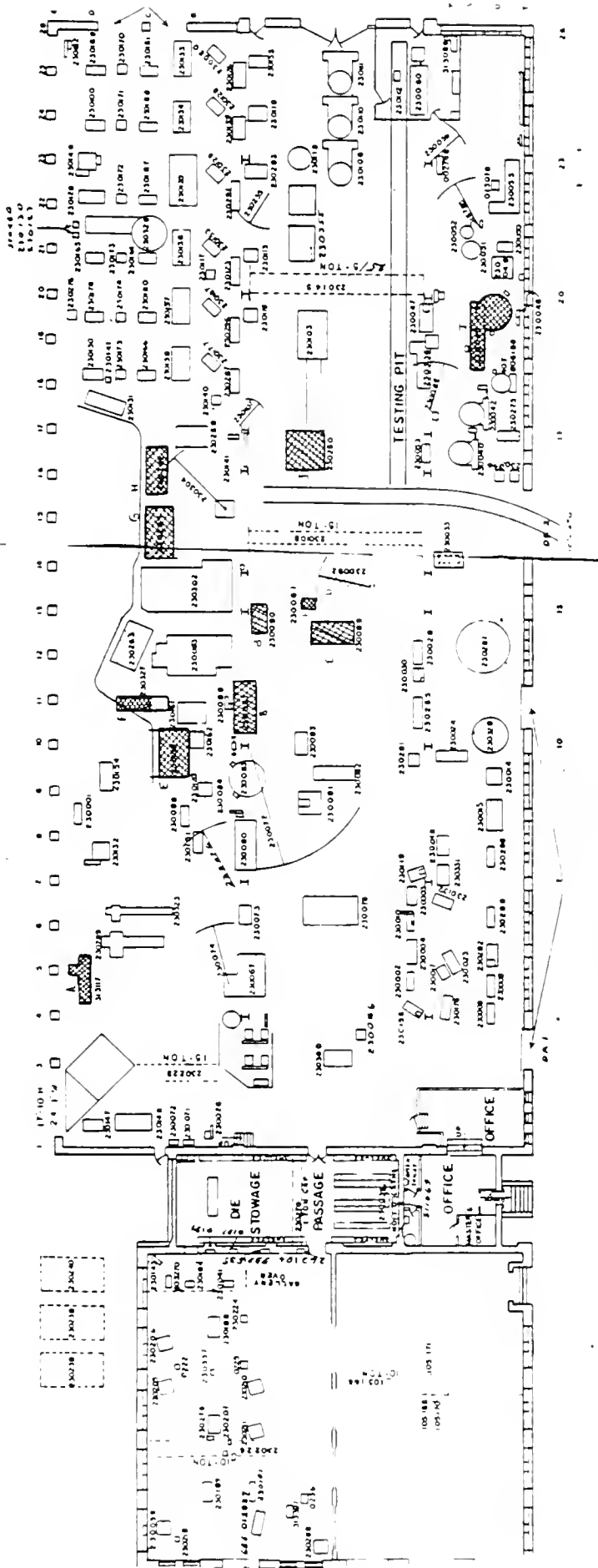
1. A meaningful presentation of the equipment historically associated with the making and assembly of 4 3/4" and 3/4" die-lock chains including socket and stem member production and chain assembly (refer to attached plans).
2. A sense for the visitor of the magnitude of the space and the scale of industrial production in the Charlestown Navy Yard.
3. An exhibit and/or audio-visual space to display the historical functions of the building. The National Park Service has expressed a willingness to establish and maintain an operational involvement in interpreting the building and exhibits to the public.



3/4" CHAIN PRODUCTION

- A. Cut stock
- B. Heat in furnace
- C. Bend into U-shape
- D. Heat in furnace
- E. Punch socket cavities
- F. Heat in furnace
- G. Forge link
- H. Trim excess

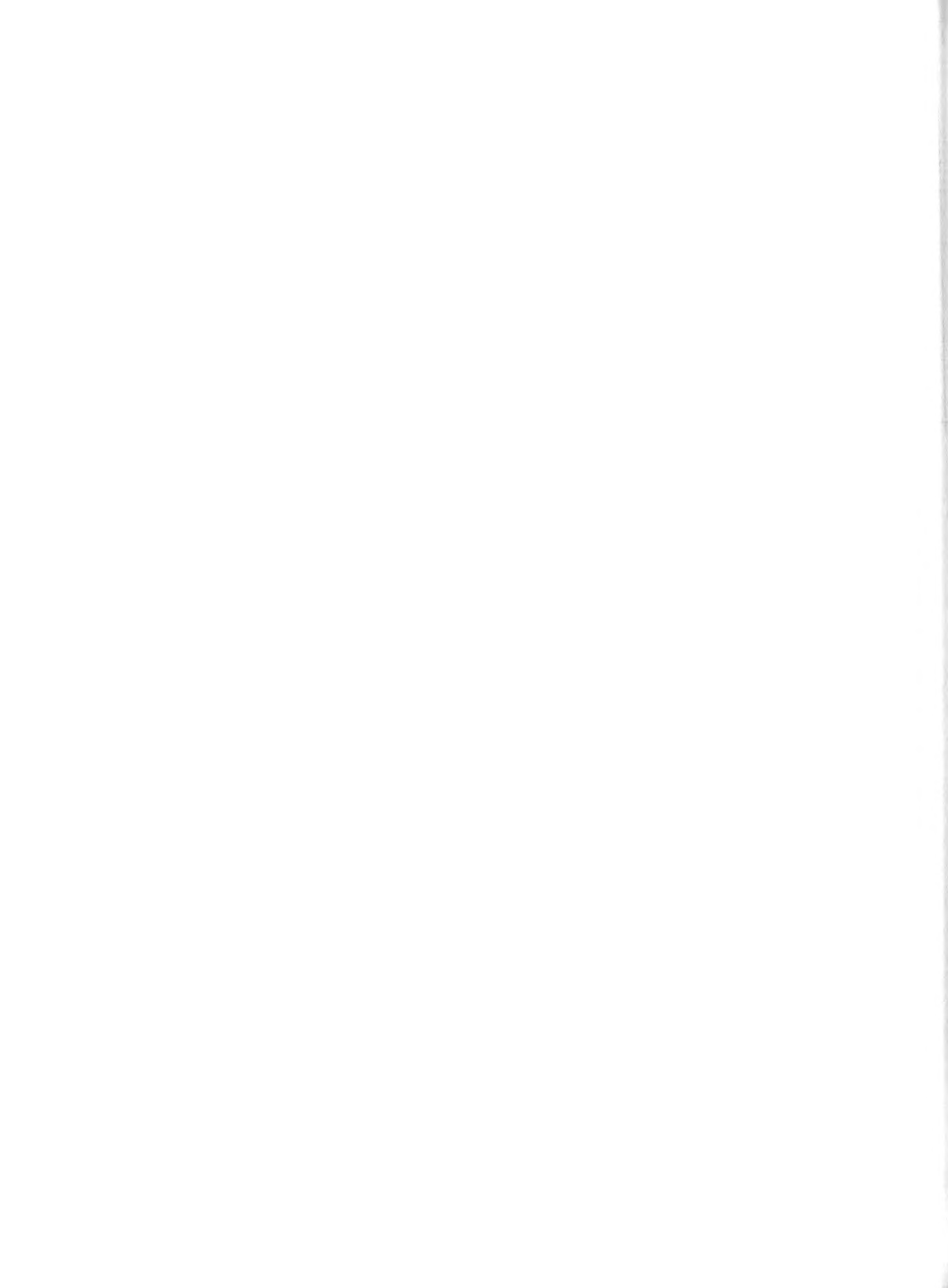
BUILDING 105
FORGE SHOP
CHARLESTON NAVY YARD
JULY, 1985

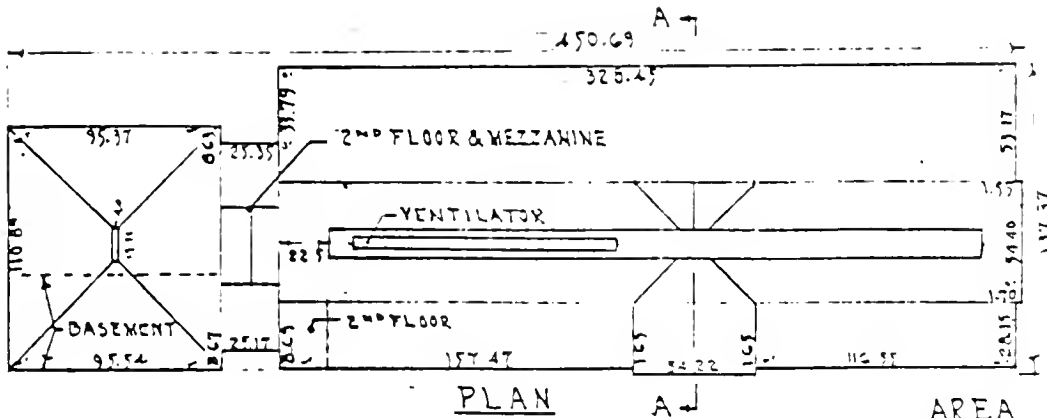


4 3/4" STEM MEMBER PRODUCTION

- A. Cut stock to length
- B. Heat in furnace
- C. Forge tapered ends
- D. Trim excess
- E. Heat in furnace
- F. Bend into U-shape (THIS MACHINE MISSING)
- G. Heat in furnace
- H. Forge tapered end into locking rings
- I. Heat treat and quench
- J. "Draw back" in pit furnace

BUILDING 105
FORCE SHOP
CHARLESTON NAVY YARD
JULY, 1985

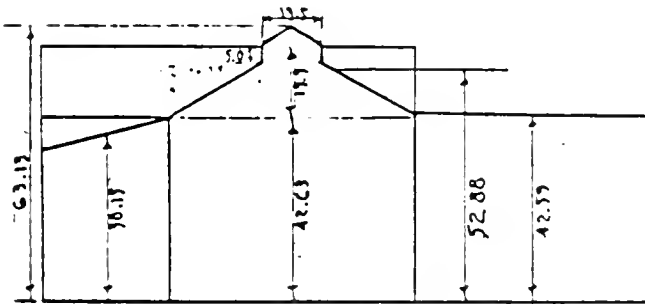




AREA

$110.89 \times 95.46 = 10,585.56$
 $93.55 \times 25.26 = 2,363.67$
 $528.35 \times 135.72 = 71,793.42$
 $54.21 \times 1.67 = 90.53$
 $1^{ST} \text{ FLOOR} = 84,732.18$

BASEMENT- $95.54 \times 44.40 = 4241.98$
 $26.67 \times 63.0 = 1680.21$
 $24.0 \times 21.0 = 504.00$
 2ND FLOOR = $\frac{7226.19}{2}$
 MEZZANINE- $66.67 \times 35.5 = 2366.79$



SECTION A-A

VOLUME

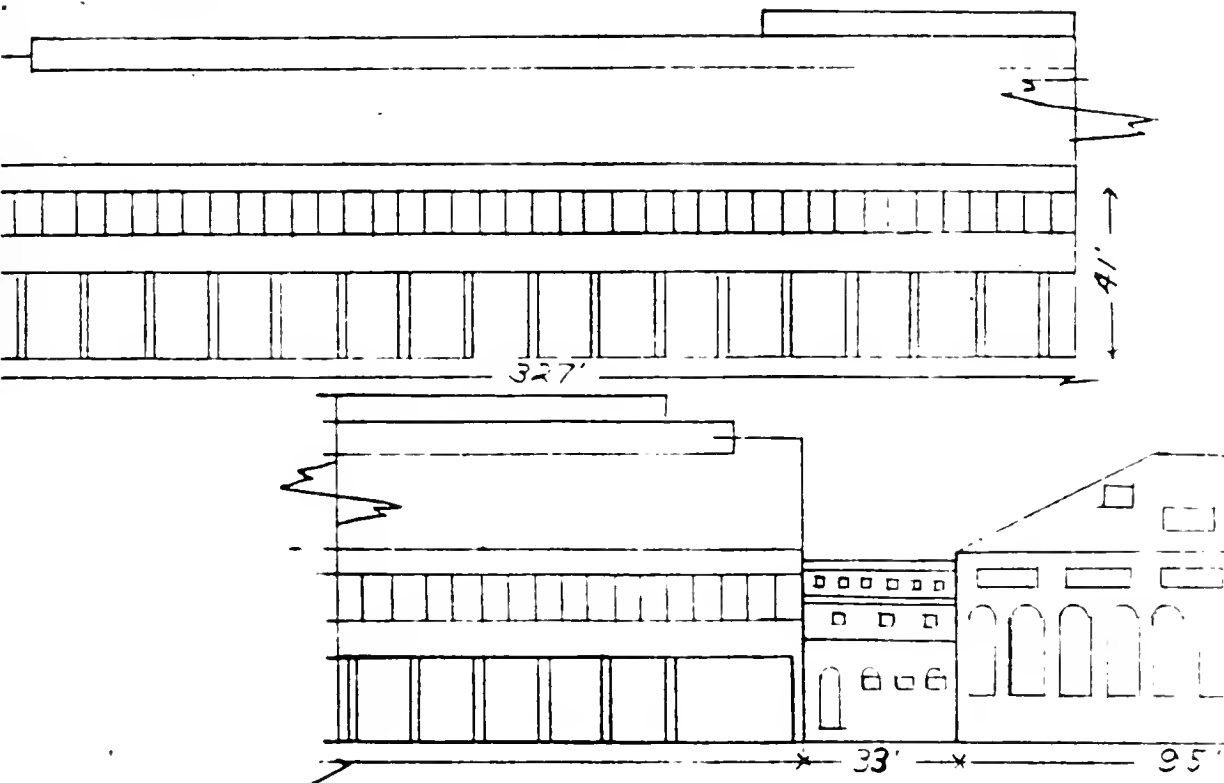
$$\begin{aligned} 328.35 \times 28.15 &= 38.15 = 357.20 \\ 328.35 \times 54.50 &= 42.59 = 740.15 \\ 328.35 \times 59.17 &= 74.29 = 740.15 \\ 328.35 \times 15.5 &= 15.5 = 15.5 \\ 328.35 \times 13.5 &= 50 = 15.5 \\ 328.35 \times 29.15 &= 54.22 = 15.5 \\ 328.35 \times 27.11 &= 15.5 = 15.5 \\ 328.35 \times 15.5 &= 27.11 \times 2 = 15.5 \end{aligned}$$

VENT. - ENTPREAN $194^2 \times 120 = 13,280$
 $70,505.56 \times 41.54 = 2,928,252.0$
 RETURNING $19.33 \times 4.0 \times 24.0 = 1,866.24$
 $91.33 \times 91.33 \times 1/2 \times 24.0 = 1,027,198.08$

BASEMENT- 424.198 x 5.88 = 2494.20
 35.75 x 26.67 = 953.75
 2nd OFFICE & - 76.68 x 5.0 = 383.40
 AGT AREA 28.5 x 26.67 = 759.99
 28.5 x 26.67 = 759.99

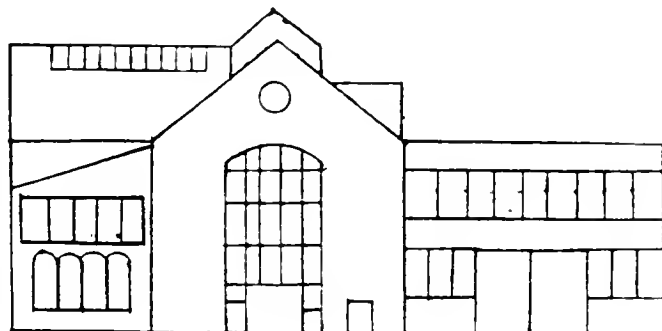
2,655,662.05 00 00

26 VOL. CU. FT.	27 DIMENSIONS				28 IRREG.
	29 LENGTH	30 WIDTH	31 HEIGHT	32 NO. STORIES	
2,655,662.	451	137	53	2 B.M.	YES <input checked="" type="checkbox"/>



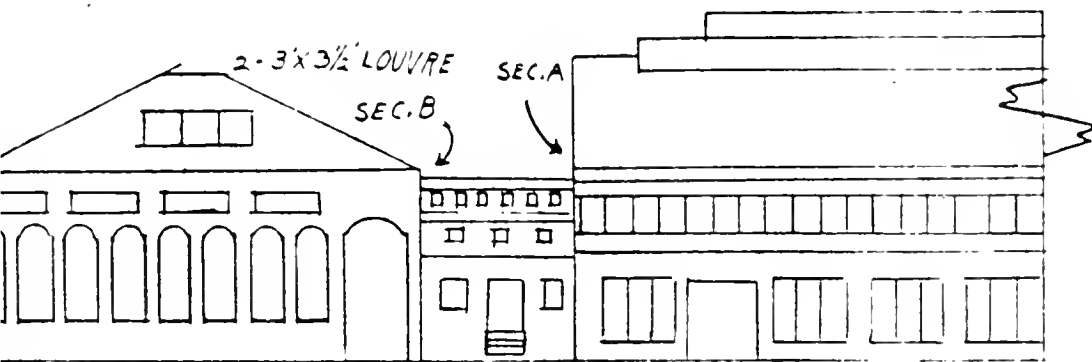
NORTH SIDE

- 58-4½'x7½' WINDOWS - WOOD
 10-5'x17' " "
 6-2½'x2½' " "
 3-4'x4' " "
 1-4'x10' " "
 3-4'x5' SKYLIGHTS (GLAZED)
 23-11'x18' DOORS - STEEL (OVERHEAD)
 1-25'x18' " "
 5-10'x2' IRON GRILLS (NO PAINT)



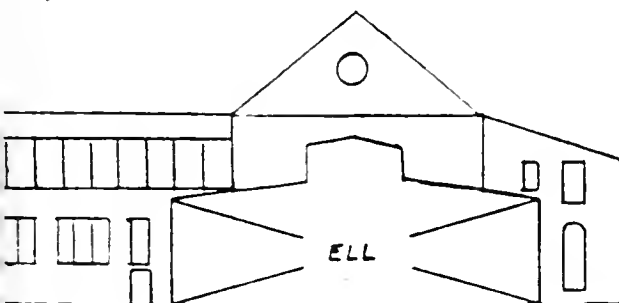
EAST END

- 9-4½'x7½' WINDOWS - WOOD
 5-4'x7½' " "
 6-3'x7½' " "
 4-4'x10' " "
 1-20'x27' " "
 2-4'x4' " "
 1-5' DIA. " (R.C.)
 1-12'x11' DOOR "
 2-3'x7' " "
 2-12'x18' " STEEL GR.



SOUTH SIDE

- 36-4'x10' WINDOWS - WOOD
- 48-4'x7 1/2' " "
- 6-2 1/4'x2 1/2' " "
- 2-3 1/2'x7' " "
- 8-5'x12' " "
- 1-12 1/2'x18' " 2 DOOR "
- 4-8'x2' IRON GRILLS (NO PAINT)
- 3-4'x5' SKY LGTS (GLAZED)
- 1-20'x24' DOOR - WOOD
- 2-12'x14' " - WOOD
- 4-3 1/2'x7' " "
- 1-4'x9' " 8 TRANSOM "
- 1-3'x7' " "



SEC. A

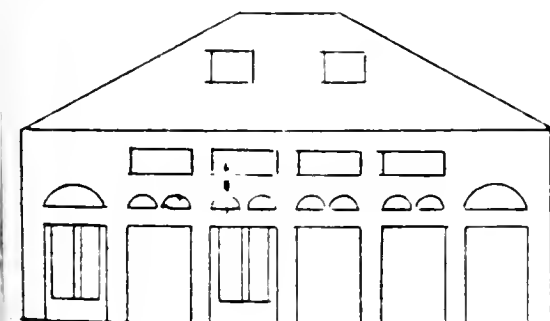
- 1-20'x24' " "

SEC. A

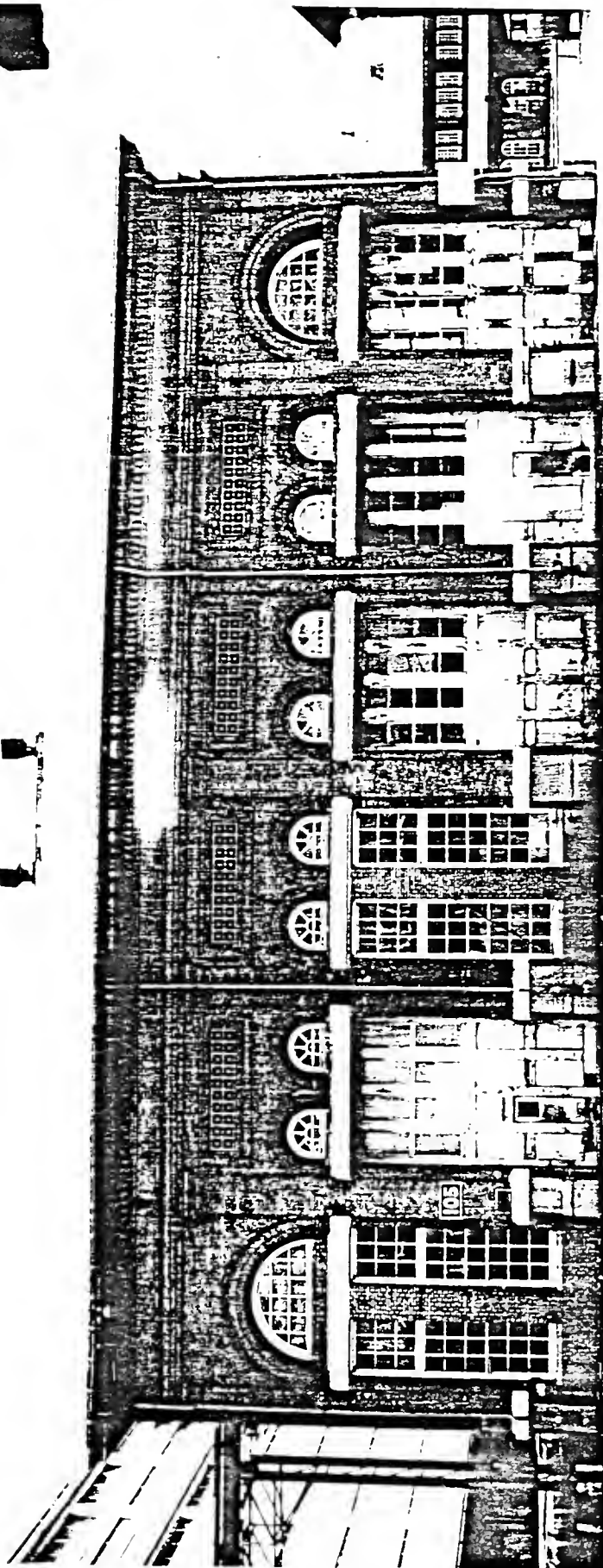
- 1-5' DIA WINDOW - WOOD (ROUND)
- 9-4 1/2'x7 1/2' WINDOWS - WOOD
- 7-3'x7 1/2' " "
- 1-4'x7 1/2' " "
- 1-4'x5' " "
- 1-4'x10' " "
- 1-3'x7' DOOR

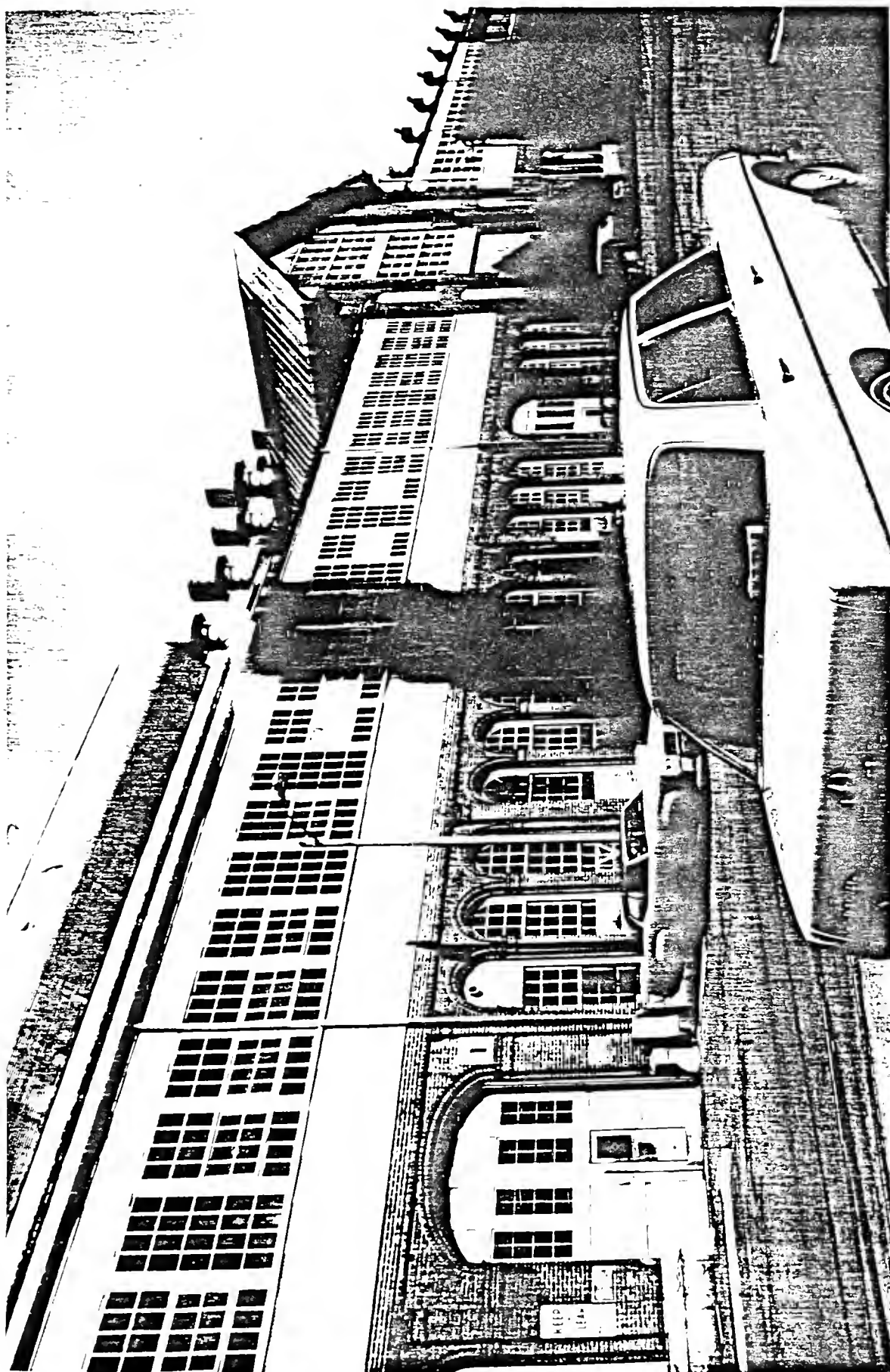
WEST END

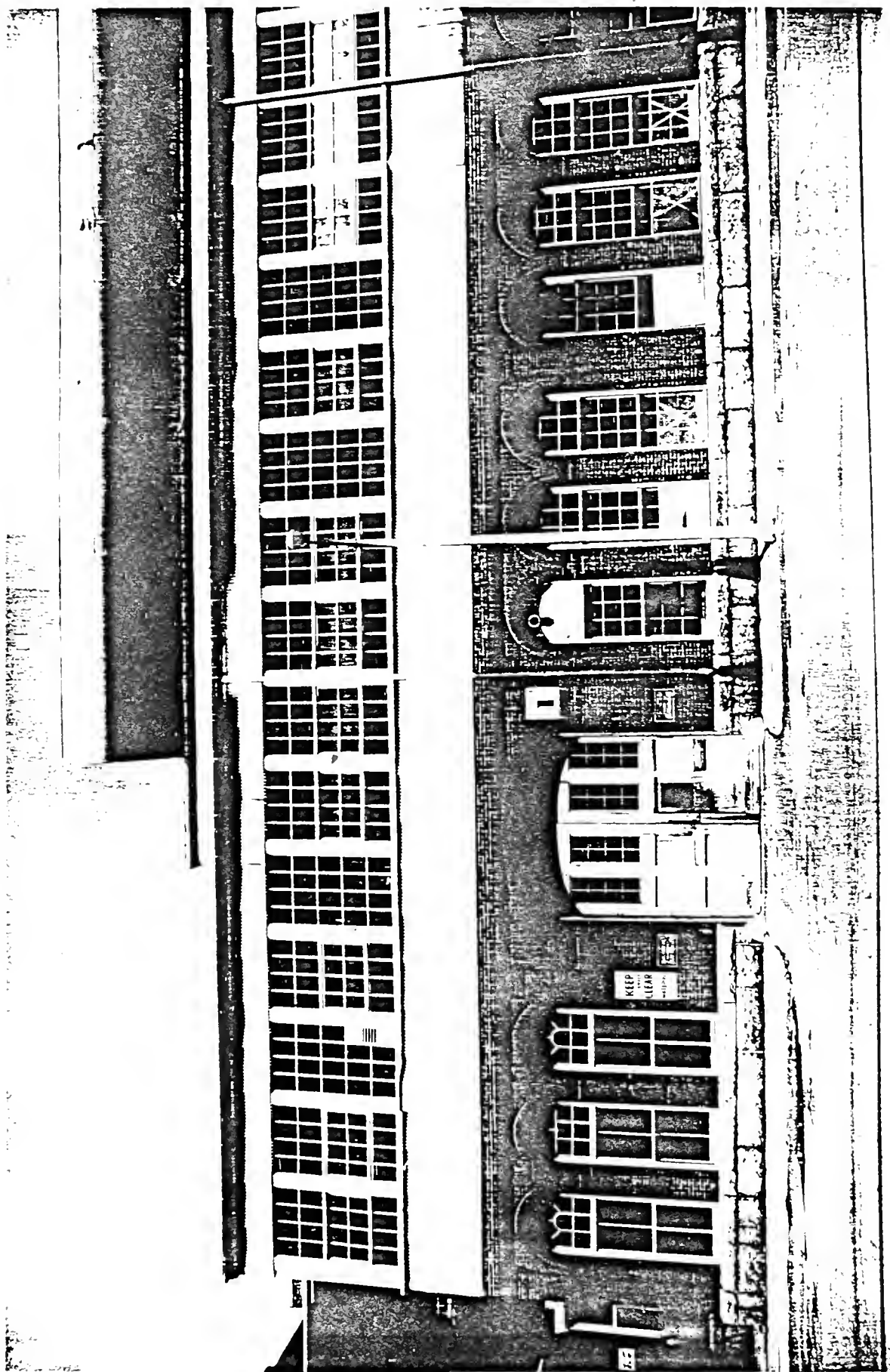
- 1-5'x17' - WINDOWS -
- 8-4' SEMI CIRCLE " "
- 2-7' " " "
- 4-8'x2' IRON GRILLS (NO PAINT)
- 1-12'x20' DOORS - WOOD

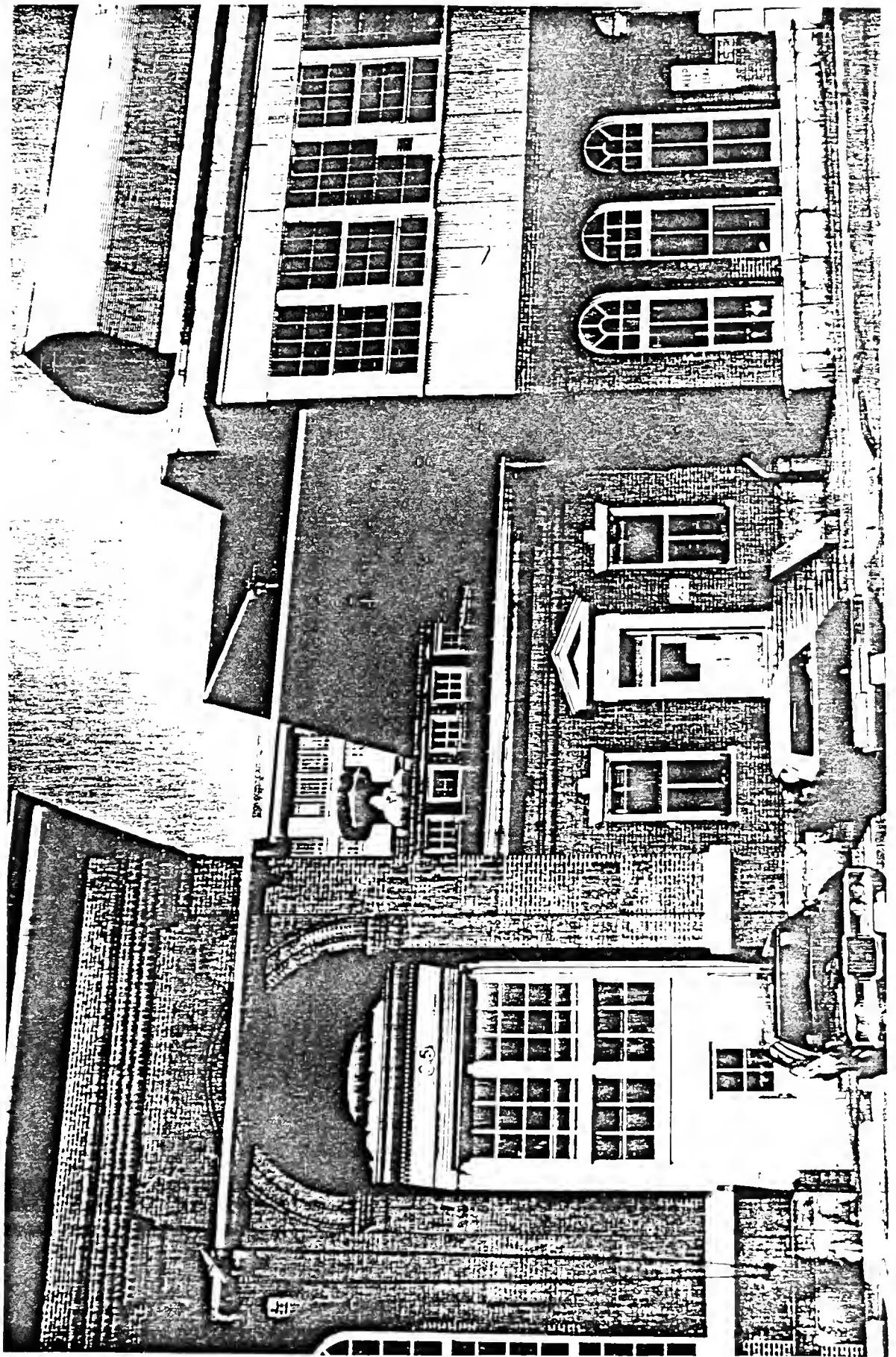


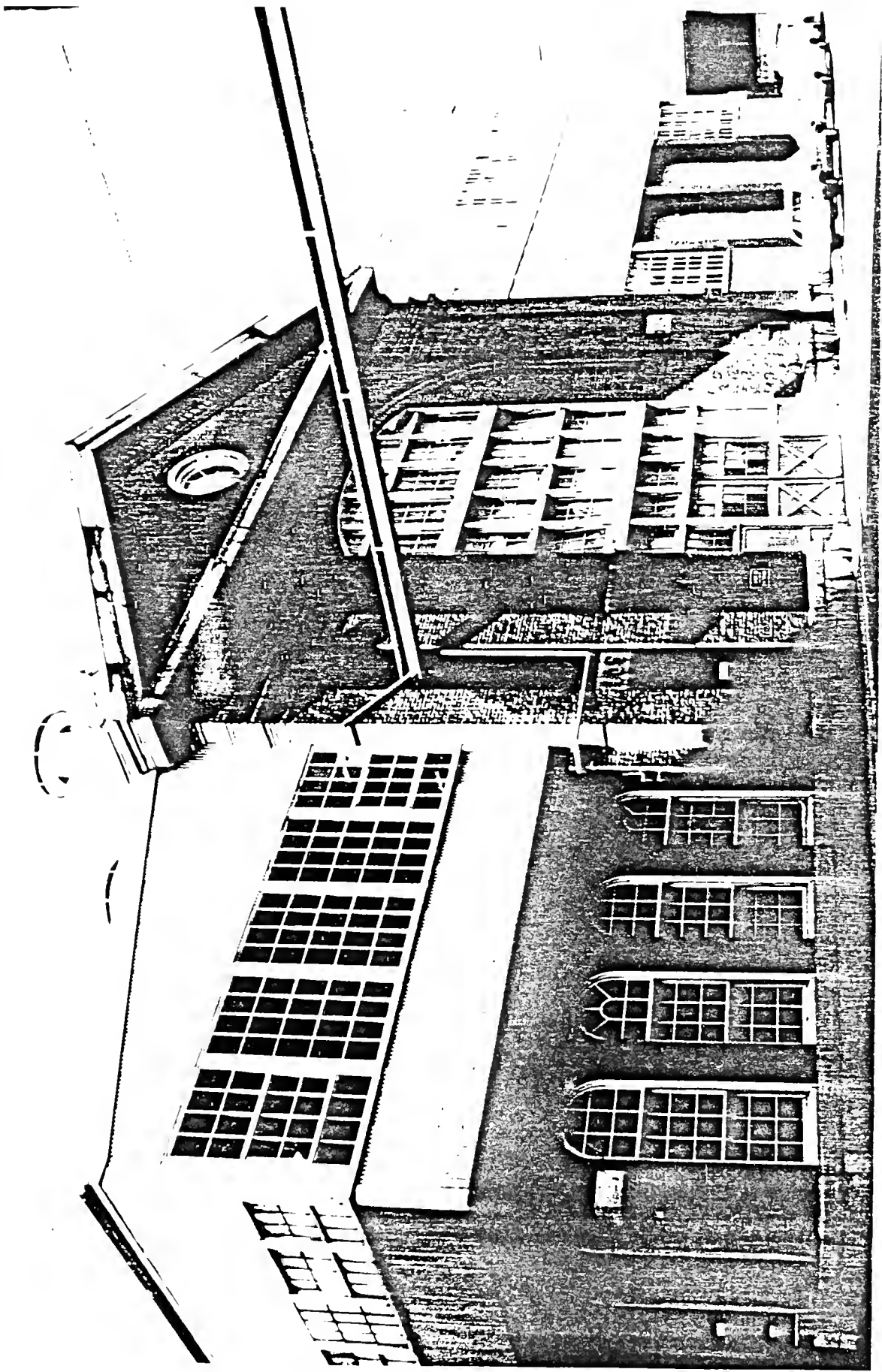
Photographs











DEVELOPERS KIT



HISTORIC MONUMENT TRANSFER AREA

Boston
Naval Shipyard
at Charlestown

BOSTON REDEVELOPMENT AUTHORITY | Stephen F. Coyle, Director

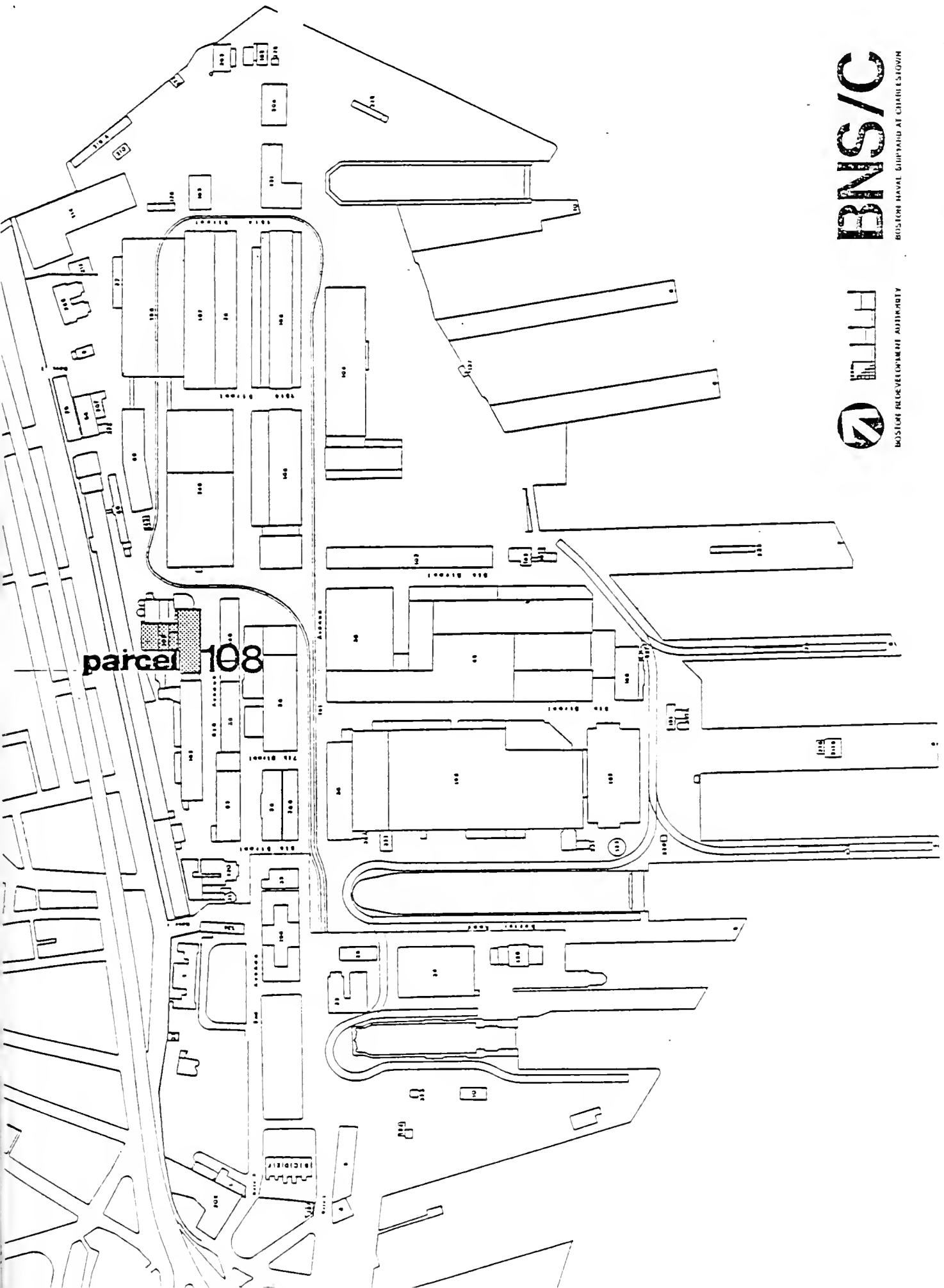
BNS/C

BOSTON NAVAL SHIPYARD AT CHARLESTOWN



FEDERAL HOUSING ADMINISTRATION
BOSTON REDEVELOPMENT AUTHORITY

parcel 108



Summary of
Proposed
Treatment

Summary of Proposed Treatment Building #108

Because of the complexity of the existing building, which has been added on to and altered numerous times, three options for reuse are outlined.

Option 1. Maximum Retention

This approach would call for the retention of all the major existing structure; only the metal shed connected to the Ropewalk and some incidental structures would be demolished. All of the boilers and supportive equipment will be removed, leaving the large steel structure inside the newer portion of the building for incorporation in the new design. The equipment inside the original portion of the building will also be removed.

The remaining portions of the building will be stabilized. Restoration requirements are minimal under this option, allowing reuse of most existing elements or replacement with more contemporary designs.

This retention option assumes very special reuse and is the most complicated. It also allows the greatest square footage and provides the greatest opportunity to preserve the industrial character of the Shipyard.

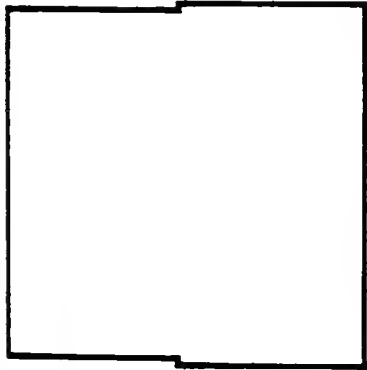
Option 2. New Construction

If the entire, existing building is demolished, the replacement structure will be contained within the volume of the original massing, with a modest addition allowed in the rear, facing the Ropewalk. In addition to providing the least amount of square footage, this option poses the very real problem of restoring (or protecting during demolition and reconstruction) the link between buildings 107 & 108. This problem is minimized under Options 1 and 3.

The appearance of this new building is expected to be non-imitative of but sympathetic to the neighboring buildings. The materials and the design will be very carefully reviewed and approval will depend on this integration.

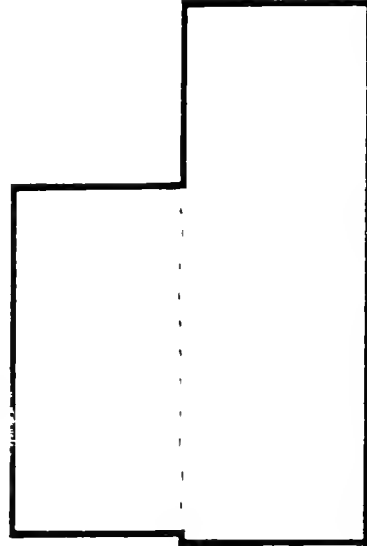
Option 3. Partial Retention with an Allowed Addition

This option retains the existing mass along 3rd Avenue which is the most vital to the character and streetscape quality of the area. The proposed removal of the equipment will create a large, clear-span volume with great flexibility. An addition on the west facade, facing the Ropewalk, is allowed; this addition approximates the massing of the building before the larger boiler sections were appended.



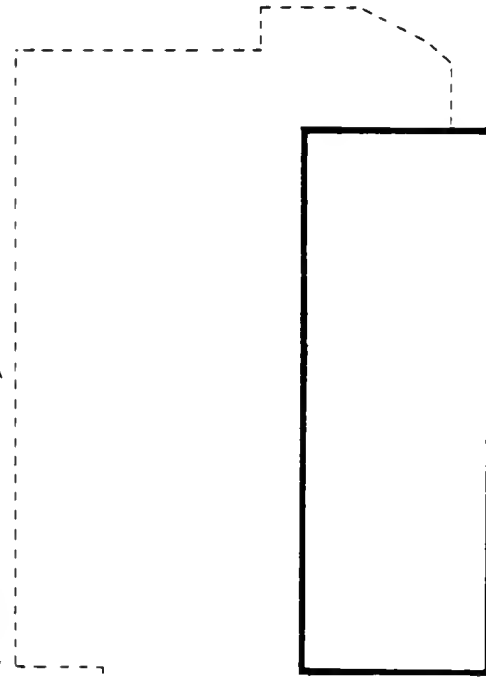
107

NEW CONSTRUCTION
(ORIGINAL PLAN)



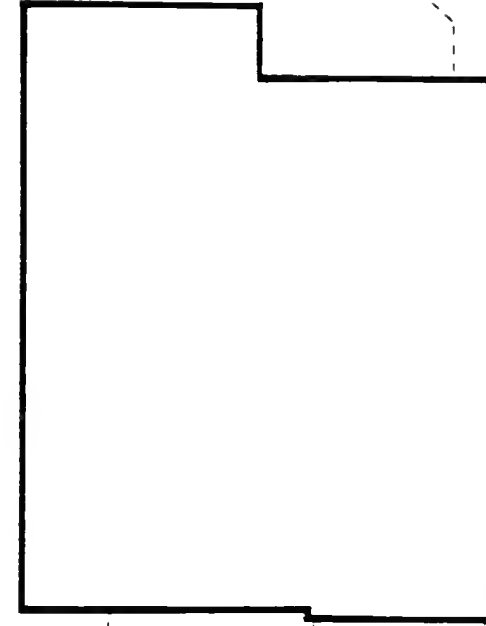
107

COMBINATION - B



107

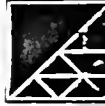
COMBINATION - A



107

MAXIMUM RETENTION

0 10 20 40 80



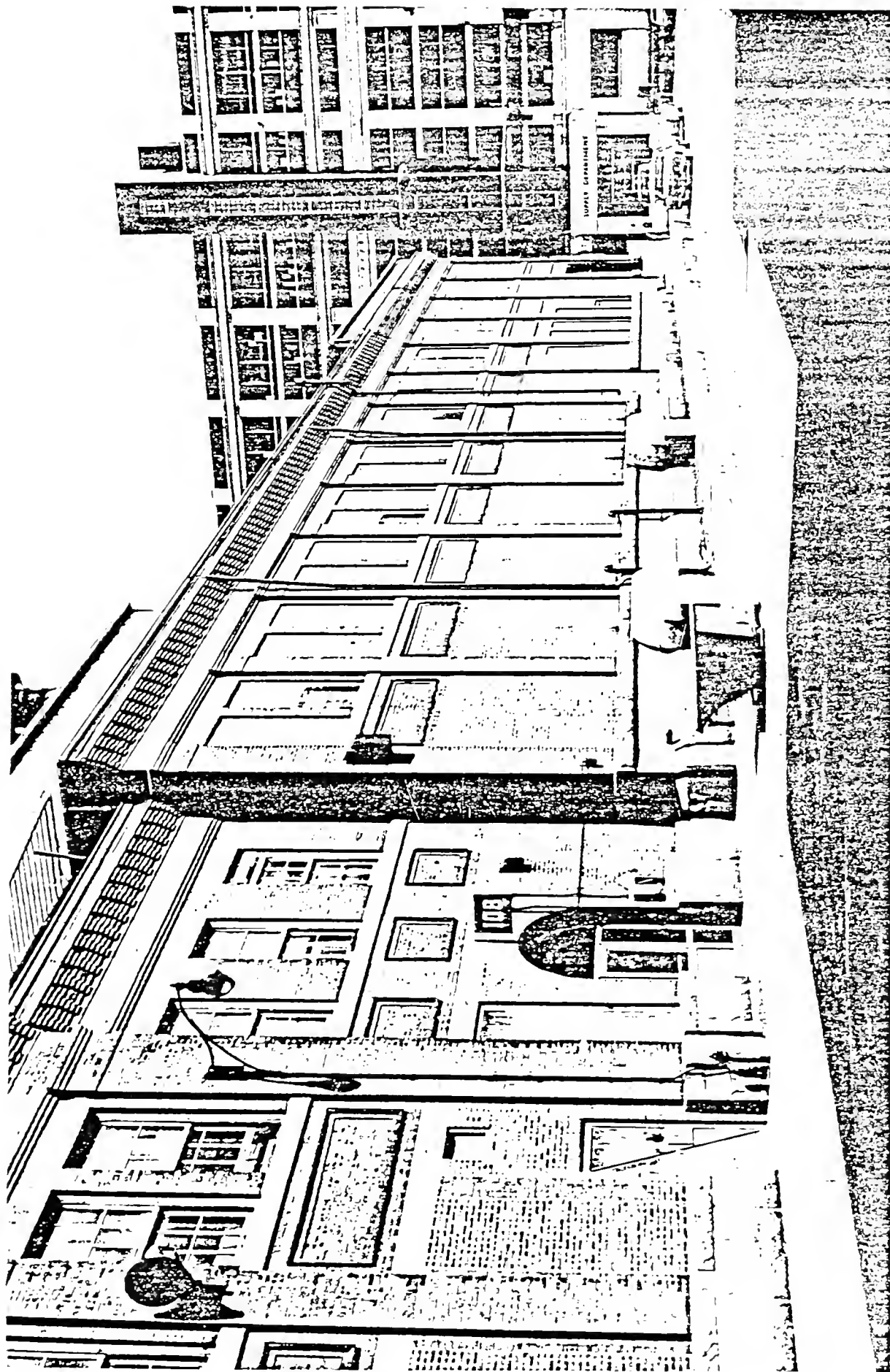
BLDG 108 - DEVELOPMENT OPTIONS

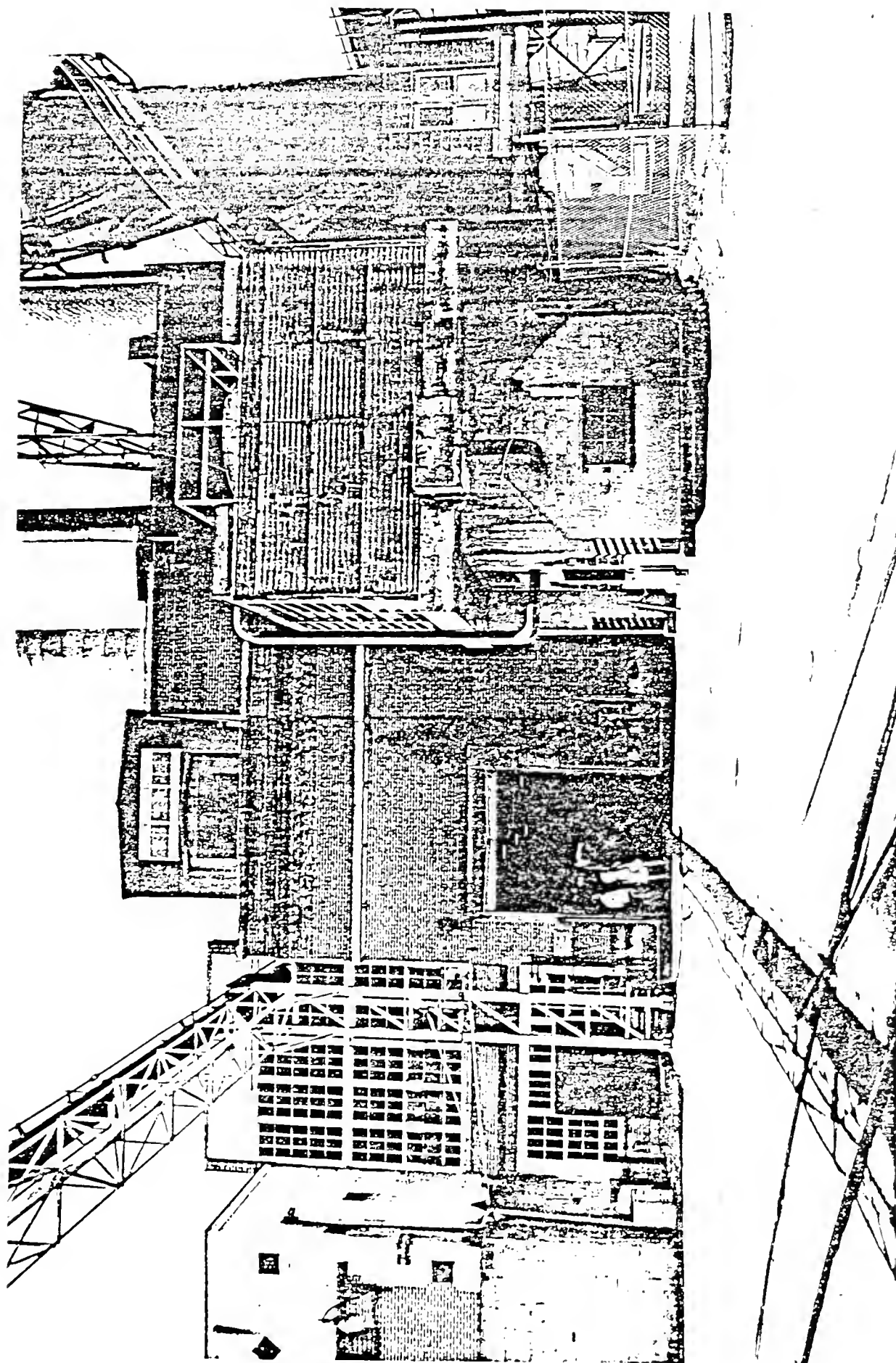
BOSTON REDEVELOPMENT AUTHORITY

PROJECT AREA: CHARLESTOWN
drawn by:
scale:
date:

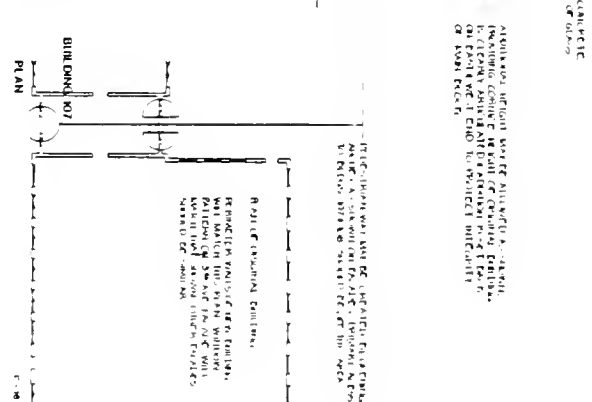
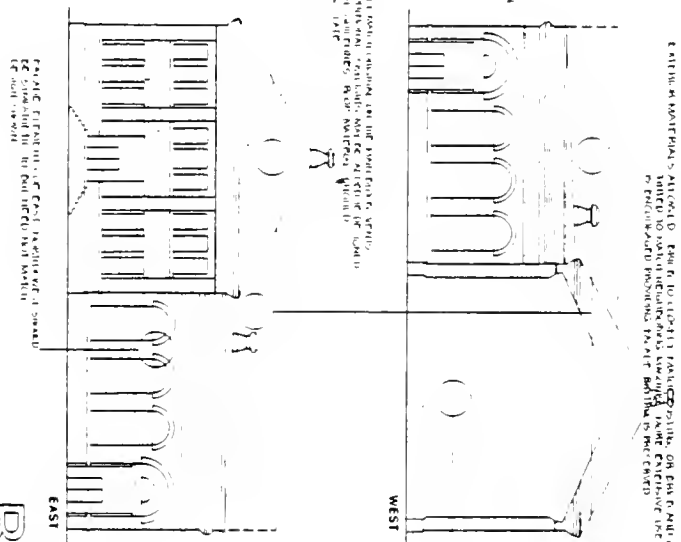
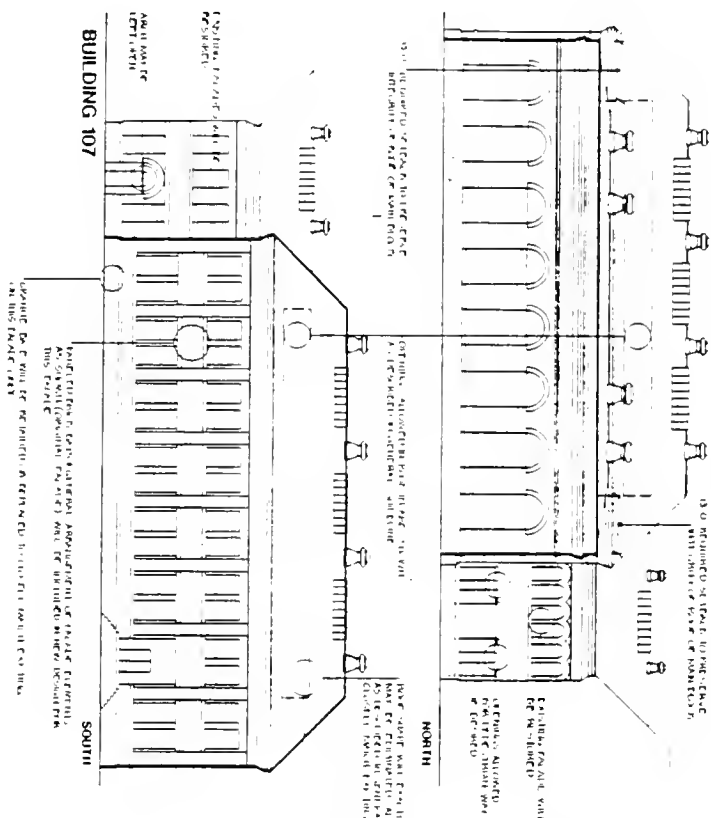
URBAN DESIGN DEPARTMENT

Photographs







Reuse
Guideline
Drawing



BNS/C

NEW CONSTRUCTION
THE HALLS STATION CARRIAGES
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PARCEL 108

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